

# APPENDIX C: PUBLIC INPUT

---

## *Contents*

- **Oasis Rail Transit Comment Form (Printed Version)**
- **Oasis Rail Transit Comment Form (Online Version)**
- **Comment Form Response Results**
- **Messages Received Through Eastern Corridor Email**
- **Additional Feedback Received**

**OASIS RAIL TRANSIT COMMENT FORM**  
*(Printed Version)*



## OASIS RAIL TRANSIT COMMENT FORM

February 2016

*Thank you for attending today's Oasis Rail Transit Open House. Please use this form to share your thoughts with project planners. Your input is valuable and we appreciate you taking the time to submit your comments. **Please give your completed form to a project team representative before you leave. You may also complete this form online at [www.EasternCorridor.org](http://www.EasternCorridor.org).***

1. Please consider the information shared at today's Open House and identify the degree to which you agree or disagree with the following statements:

A. I am familiar with the Eastern Corridor Program and the proposed Oasis Rail Transit project.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
B. I would use the Oasis Rail Transit line to get to and from work and/or school.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
C. I would use the Oasis Rail Transit line to get to and from entertainment destinations (sporting events, shopping, festivals, dining, etc.).	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
D. Introducing <u>commuter rail</u> as a new public transportation option in Greater Cincinnati is important to me.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
E. Implementing the proposed <u>Oasis Rail Transit line</u> , to provide commuter rail service between downtown Cincinnati, the City of Milford and communities in between, is important to me.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
F. Implementing the Oasis Rail Transit line should be a transportation priority for our region.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

Use this space to share any additional comments:

## COMMENT FORM. CONTINUED

2. Do you currently travel through the Eastern Corridor region (which extends between downtown Cincinnati in Hamilton County and into western Clermont County) on a regular basis?

\_\_\_\_\_ YES      \_\_\_\_\_ NO

3. As you consider transportation needs within the Eastern Corridor, how important to you are the following?

LESS CONGESTION	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
IMPROVED TRAFFIC FLOW	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
PREDICTABLE TRAVEL TIMES	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
IMPROVED TRAVEL SAFETY	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
EXPANDED BUS SERVICE	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
NEW RAIL-BASED TRANSIT SERVICE	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
EXPANDED BICYCLE ROUTES	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
MORE WALKWAYS	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
BETTER AIR QUALITY	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure
MORE OPPORTUNITY FOR ECONOMIC GROWTH (resulting from transportation investments)	Very Important	Somewhat Important	Not Too Important	Not At All Important	Not sure

4. Planners anticipate that a combination of public and private dollars would be used to support Oasis Rail Transit. As local officials set priorities for transportation projects in Greater Cincinnati, do you believe that the Oasis rail line should be included as a funding priority?

\_\_\_\_\_ YES      \_\_\_\_\_ NO

5. Thank you for taking the time to complete this survey. To conclude, we would appreciate your responses to the items below to help the project team gather a better understanding of the survey results.

Age:

\_\_\_\_\_ age 18-24  
 \_\_\_\_\_ age 25-34  
 \_\_\_\_\_ age 35-44  
 \_\_\_\_\_ age 45-54  
 \_\_\_\_\_ age 55-64  
 \_\_\_\_\_ age 65 +

Gender:

\_\_\_\_\_ Male  
 \_\_\_\_\_ Female

6. In which zip code do you LIVE? \_\_\_\_\_ In which zip code do you WORK? \_\_\_\_\_



**OASIS RAIL TRANSIT COMMENT FORM**  
*(Online Version)*



## Oasis Rail Transit COMMENT FORM

*Thank you for completing this Oasis Rail Transit Comment Form. Your input is valuable and we appreciate your taking the time to submit your comments. Copies of information materials shared at the Oasis Rail Transit Open Houses held on February 24 and 25, 2016, are available for review on the [Oasis Rail Transit Public Involvement page](#) of the Eastern Corridor website.*

1 / 8  13%

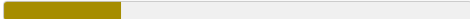
Next



## Oasis Rail Transit COMMENT FORM

**1. Did you attend one of the Oasis Rail Transit Open Houses held on February 24 and 25, 2016?**

- ☐ Yes  
☐ No

2 / 8  25%

Prev

Next



## Oasis Rail Transit COMMENT FORM

**2. Please consider the information shared at the Oasis Rail Transit Open Houses held on February 24 and 25, 2016, and identify the degree to which you agree or disagree with the following statements:**

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
I am familiar with the Eastern Corridor Program and the proposed Oasis Rail Transit project.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would use the Oasis Rail Transit line to get to and from work and/or school.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would use the Oasis Rail Transit line to get to and from entertainment destinations (sporting events, shopping, festivals, dining, etc.).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introducing commuter rail as a new public transportation option in Greater Cincinnati is important to me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementing the proposed Oasis Rail Transit line, to provide commuter rail service between downtown Cincinnati, the City of Milford and communities in between, is important to me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementing the Oasis Rail Transit line should be a transportation priority for our region.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please use this space to share any additional comments you may have.

3 / 8  38%

Prev

Next



## Oasis Rail Transit COMMENT FORM

**3. Do you currently travel through the Eastern Corridor region (which extends between downtown Cincinnati in Hamilton County and into western Clermont County) on a regular basis?**

- ☐ Yes
- ☐ No

4 / 8



50%

Prev

Next

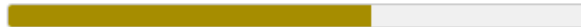


## Oasis Rail Transit COMMENT FORM

### 4. As you consider transportation needs within the Eastern Corridor, how important to you are the following?

	Very Important	Somewhat Important	Not too Important	Not at All Important	Not Sure
LESS CONGESTION	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
IMPROVED TRAFFIC FLOW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PREDICTABLE TRAVEL TIMES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
IMPROVED TRAVEL SAFETY	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
EXPANDED BUS SERVICE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NEW RAIL-BASED TRANSIT SERVICE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
EXPANDED BICYCLE ROUTES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
MORE WALKWAYS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
BETTER AIR QUALITY	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
MORE OPPORTUNITY FOR ECONOMIC GROWTH (resulting from transportation investments)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5 / 8



63%

Prev

Next

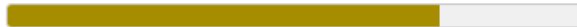


## Oasis Rail Transit COMMENT FORM

**5. Planners anticipate that a combination of public and private dollars would be used to support Oasis Rail Transit. As local officials set priorities for transportation projects in Greater Cincinnati, do you believe that the Oasis rail line should be included as a funding priority?**

- ☐ Yes
- ☐ No
- ☐ Not At This Time

6 / 8



75%

Prev

Next



## Oasis Rail Transit COMMENT FORM

To conclude, we would appreciate your responses to the items below to help the Project Team gain a better understanding of survey results.

### 6. Please identify your age range.

- ☐ 18-24  
☐ 25-34  
☐ 35-44  
☐ 45-54  
☐ 55-64  
☐ 65+

### 7. Gender

### 8. In which zip code do you LIVE?

### 9. In which zip code do you WORK?

7 / 8  88%

Prev


Next



## Oasis Rail Transit COMMENT FORM

10. If you would like to receive updates about Eastern Corridor Program projects, provide your email address below.

*Thank you for your feedback!*

8 / 8  100%

Prev

Done



# **COMMENT FORM RESPONSE RESULTS**

The following pages document the distribution of responses received on the Oasis Rail Transit Open House Comment Forms. A total of 258 Comment Forms were submitted to the project team. Of these, 59 were submitted at the Open House meetings and the remaining 199 were submitted using the online version of the Comment Form.

To facilitate tabulation and analysis, the Eastern Corridor Communications Team entered information provided on Comment Forms received at the Open Houses into the Survey Monkey database.

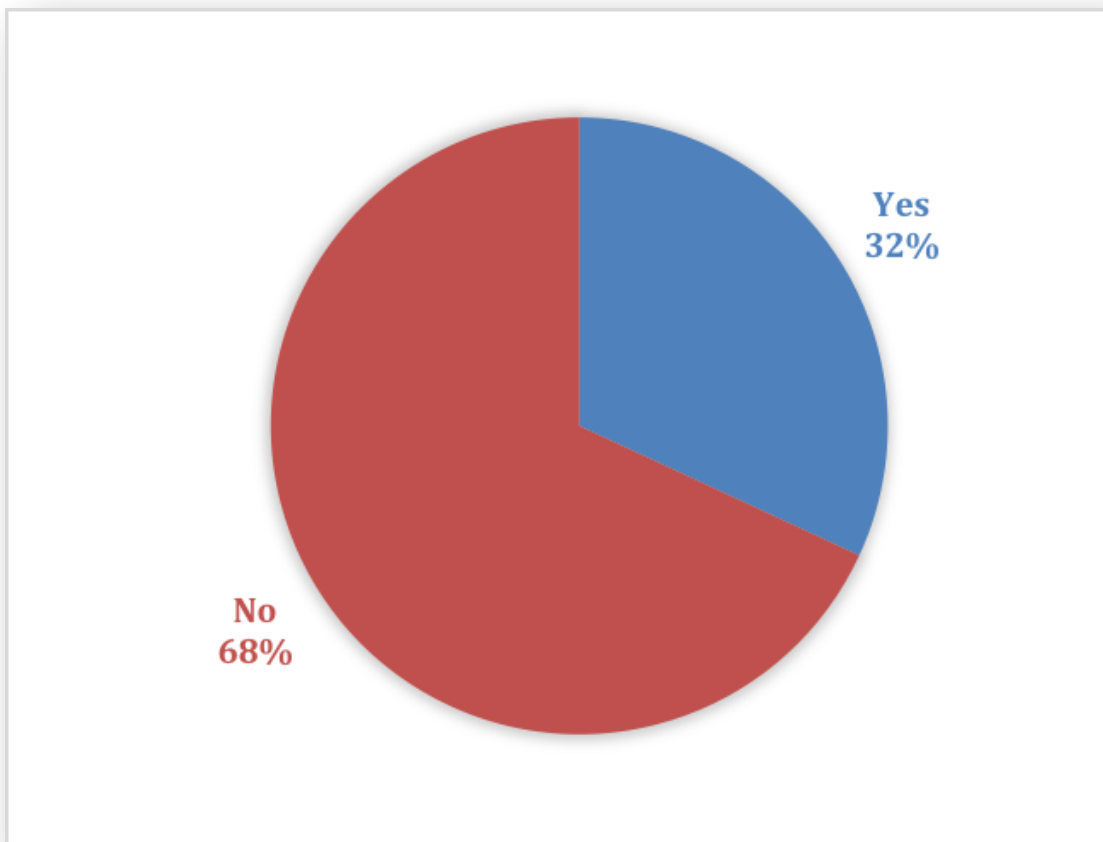
# QUESTION 1

---

**Did you attend one of the Oasis Rail Transit Open Houses held on February 24 and 25, 2016?**

Responses received: 257

Just under one third (32%) of respondents attended one of the three Oasis Rail Transit Open Houses. The remaining 68% of respondents completed the Comment Form online. Links to copies of Open House materials were provided with the link to the online Comment Form, however, it is not known whether respondents who completed the form online also reviewed the Open House materials.



## QUESTION 2

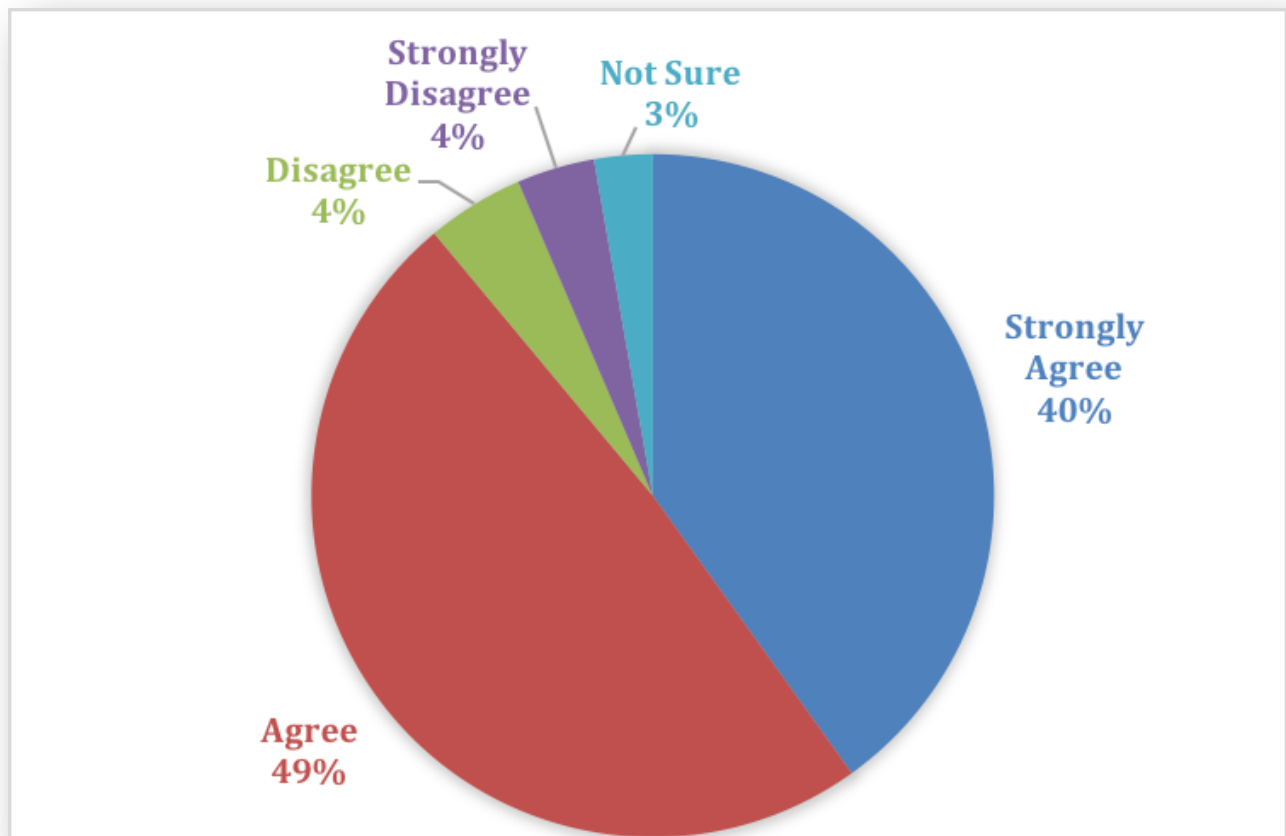
---

*For Question 2, respondents were asked to indicate whether they Strongly Agree, Agree, Disagree, Strongly Disagree with or are Not Sure about a series of five statements (A through G). The following pages present a summary of feedback received for each question.*

### **2A. I am familiar with the Eastern Corridor Program and the proposed Oasis Rail Transit project.**

Responses received: 217

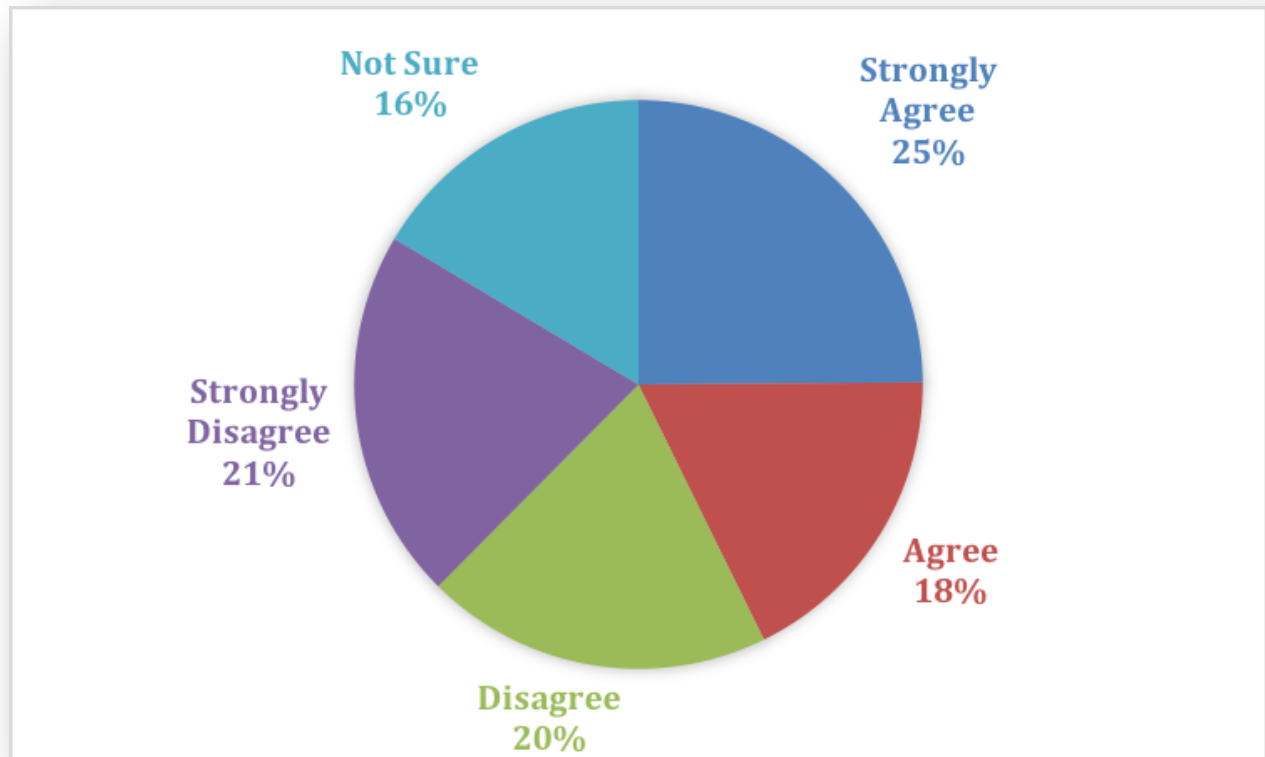
The majority of respondents (89% of respondents; 193 people) said they Agree (49%) or Strongly Agree (40%) that they are familiar with the Eastern Corridor Program. Only eight percent of respondents said they Disagree (4%) or Strongly Disagree (4%) that they were familiar with the program. Three percent of respondents weren't sure.



## 2B. I would use the Oasis Rail Transit Line to get to and from work/school.

Responses received: 213

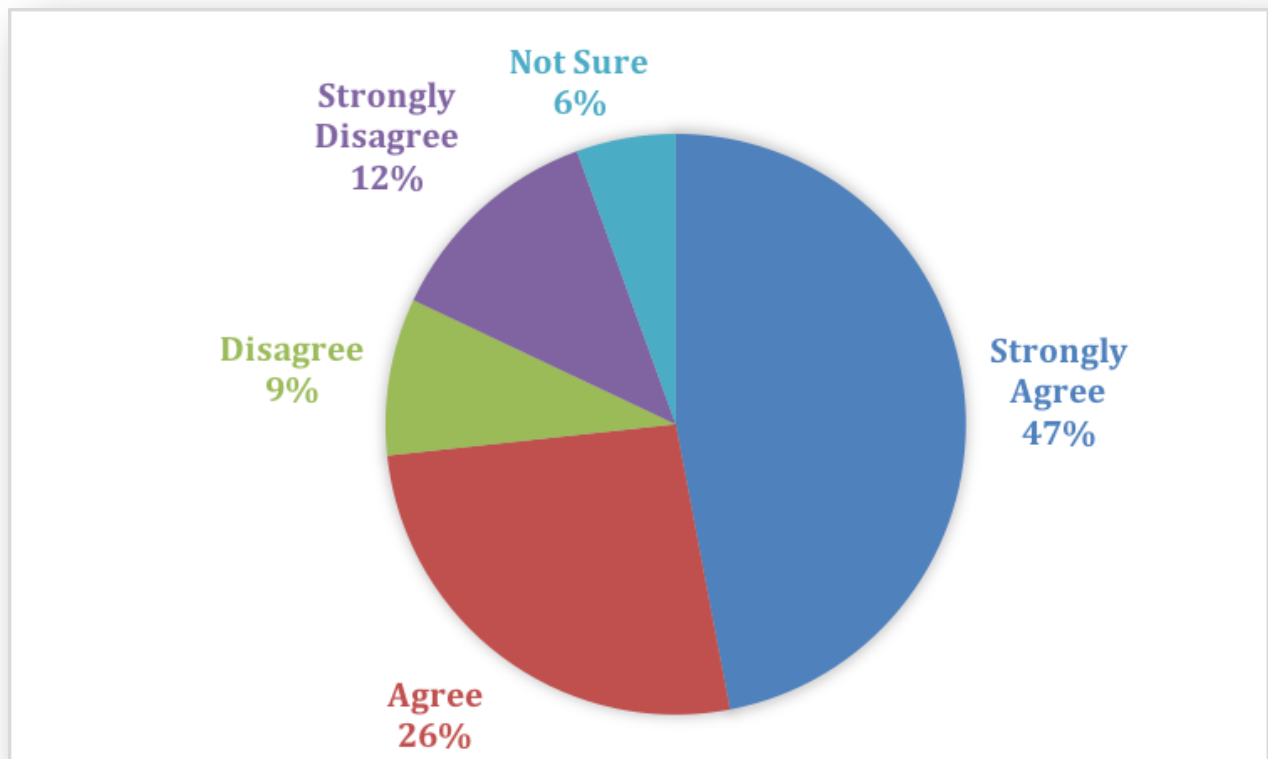
Responses were fairly evenly split regarding whether or not respondents would use the Oasis line to get to and from work or school. Approximately 43% either Strongly Agreed (25%) or Agreed (18%) that they would use the Oasis Rail Transit Line to travel to and from work or school, while another 41% either Strongly Disagreed (21%) or Disagreed (20%). Sixteen percent weren't sure.



**2C. I would use the Oasis Rail Transit line to get to and from entertainment destinations (sporting events, shopping, festivals, dining, etc.).**

Responses received: 217

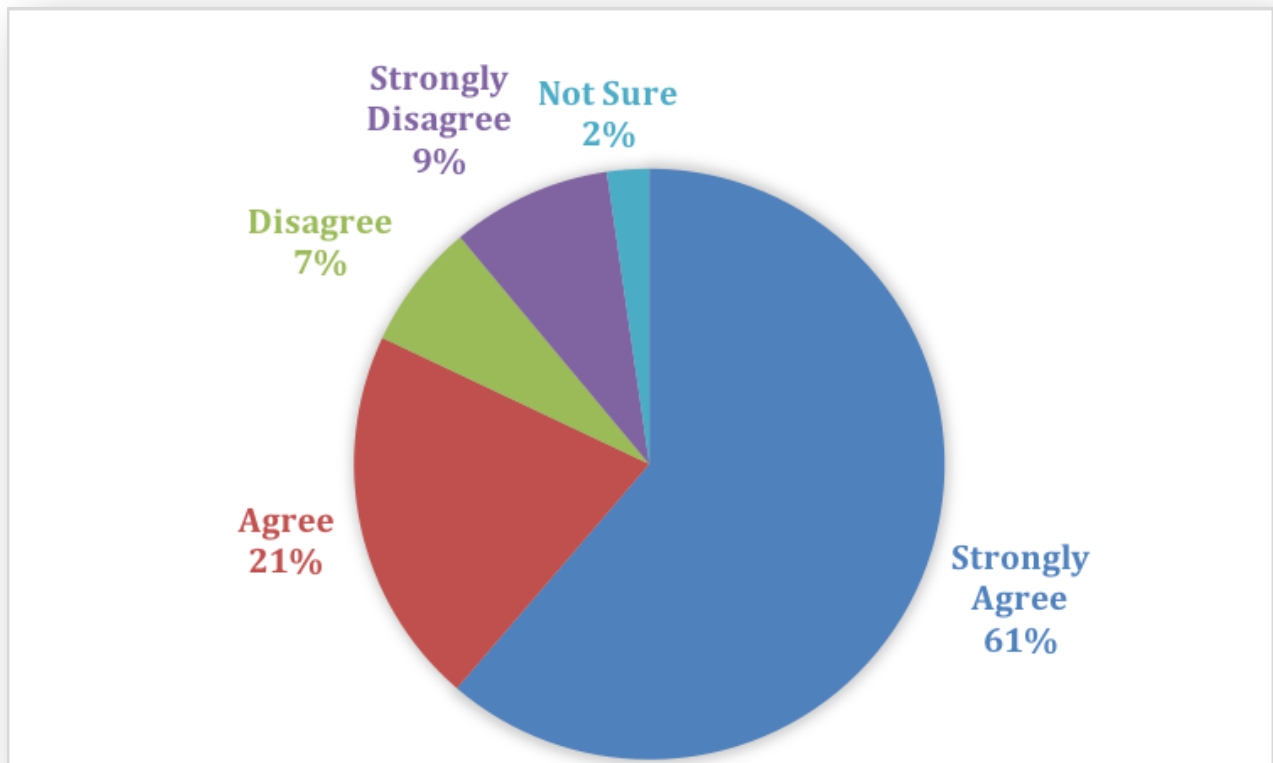
A majority of respondents (73% of respondents, 159 people) either Strongly Agreed (47%) or Agreed (26%) that they would use the Oasis Rail Transit Line to get to and from entertainment destinations. By contrast, 21% (46 respondents), said they Strongly Disagreed (12%) or Disagreed (9%). Only six percent were Not Sure.



**2D. Introducing commuter rail as a new public transportation option in Greater Cincinnati is important to me.**

Responses received: 217

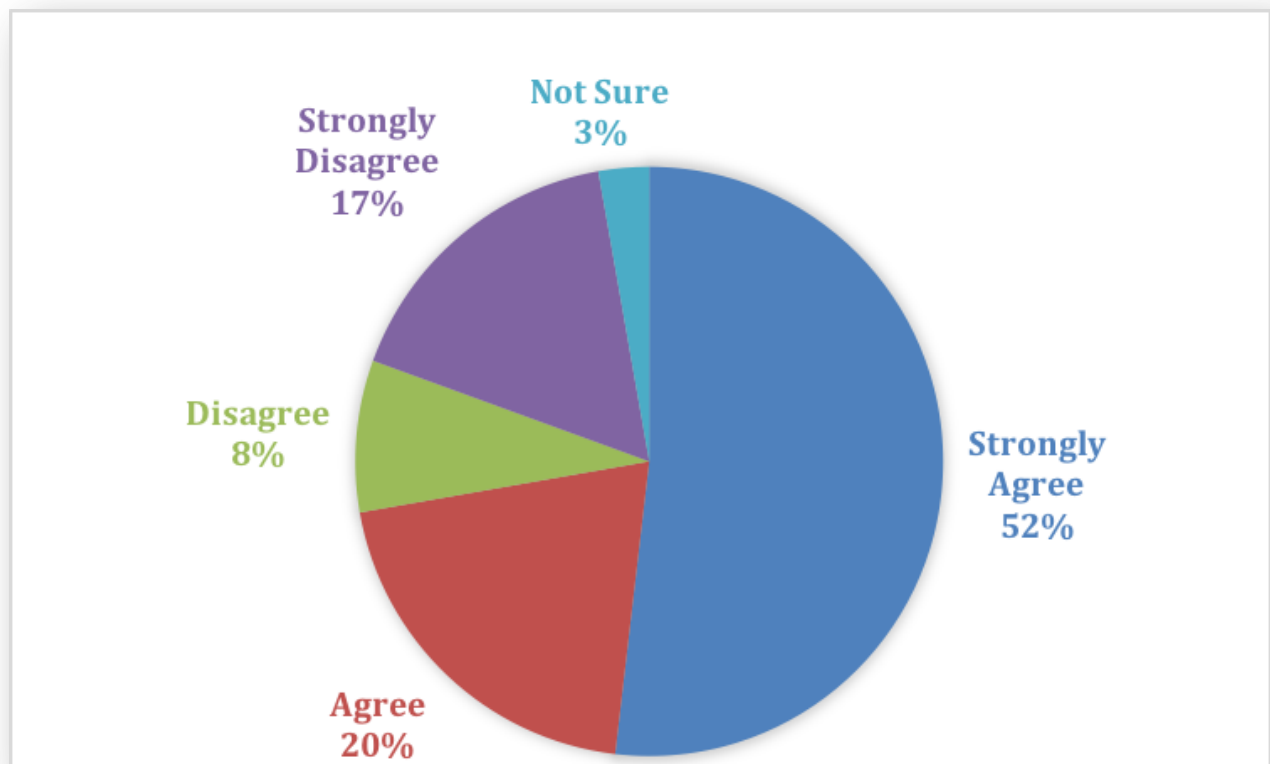
The majority of respondents (83%, 180 people) said they Strongly Agree (61%) or Agree (21%) that introducing commuter rail as a new public transportation option in Greater Cincinnati is important to them. Sixteen percent (34 respondents) said they Strongly Disagree (9%) or Disagree (7%), and 2% (five people) were Not Sure.



**2E. Implementing the proposed Oasis Rail Transit line, to provide commuter rail service between downtown Cincinnati, the City of Milford and communities in between, is important to me.**

Responses received: 216

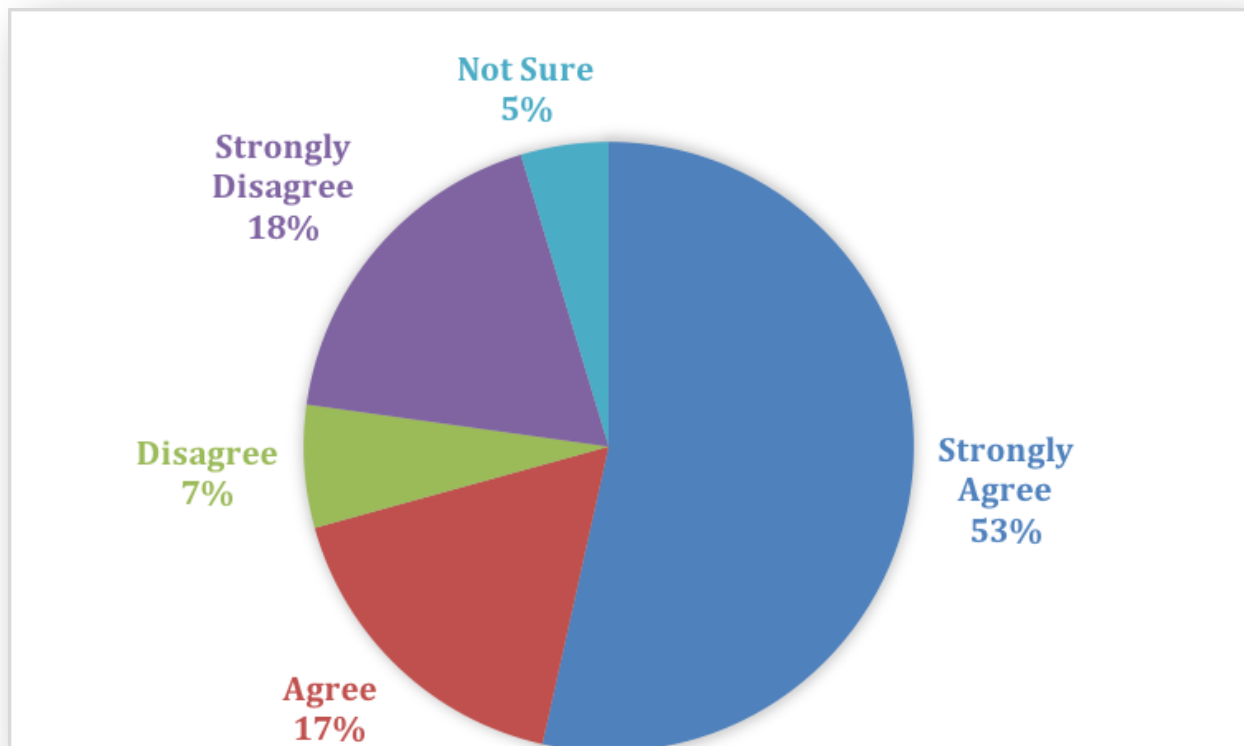
The majority of respondents (72%, 156 people) said they Strongly Agree (52%) or Agree (20%) that implementing the proposed Oasis Rail Transit line, to provide commuter rail service between downtown Cincinnati, the City of Milford and communities in between is important to them. Twenty-five percent (54 people) said they Strongly Disagree (17%) or Disagree (8%), and approximately three percent (six people) were Not Sure.



## 2F. Implementing the Oasis Rail Transit line should be a transportation priority for our region.

Responses received: 215

The majority of respondents (70%, 151 people) said they Strongly Agree (53%) or Agree (17%) that implementing the Oasis Rail Transit line should be a transportation priority for our region. Twenty-five percent (54 people) said they Strongly Disagree (18%) or Disagree (7%). Five percent (six people) were Not Sure.





## 2G. Please use this space to share any additional comments you may have.

Ninety comments were submitted for Question 2G. Comments of a similar nature were grouped into the general categories summarized below. Copies of all comments received are documented in Appendix B.

Of the comments received, 52 (58%) indicated some level of support or conditional support for the Oasis Rail Transit line. Another three comments (3%) also indicated support but outlined concerns related to funding. Twenty-two comments (24%) indicated opposition to the rail line due to either environmental, funding, routing or prioritization concerns, while another nine percent (eight comments) outlined more general concerns that funding the Oasis Rail Transit line would be a waste of funding or that funding dollars would be better spent elsewhere. Approximately six percent (five comments) were neither for nor against the project but instead outlined suggestions or comments for further consideration.

Category	# Received
<b>OVERALL SUPPORT FOR AND APPROVAL OF OASIS RAIL TRANSIT</b> – Comments include general excitement, approval for relieving traffic congestion and improving accessibility to downtown, and support for the region from economic and environmental views	<b>35</b> <b>39%</b>
<b>GENERAL SUPPORT OF CONCEPT WITH CAVEATS</b> – Comments included in this category indicated that there would be additional support for rail if other services (parking), connections (shuttles, bike routes) or stations were considered	<b>14</b> <b>16%</b>
<b>GENERAL SUPPORT BUT CONCERNED ABOUT IMPACTS TO BIKE PATH PLANS</b> Respondents indicated general support for the Oasis concept but mentioned concerns about impacts to bike paths also being planned	<b>3</b> <b>3%</b>
<b>CAUTIOUS SUPPORT DUE TO FUNDING CONCERNS</b> – Three respondents specifically mentioned support for the program but concern for how it will be funded	<b>3</b> <b>3%</b>
<b>AGAINST OASIS RAIL DUE TO ENVIRONMENTAL CONCERNS</b> – Two respondents cited opposition to Oasis due to environmental concerns	<b>2</b> <b>2%</b>
<b>AGAINST OASIS RAIL DUE TO FUNDING CONCERNS</b> – Five respondents cited concerns related to funding issues (cost, and who pays)	<b>6</b> <b>7%</b>
<b>AGAINST OASIS RAIL TRANSIT DUE TO ROUTE/HIGHER PRIORITIES</b> – Comments in this category stated that other areas would be better served by rail and/or that other transportation projects are/should be higher priorities (such as Western Hills Viaduct, Brent Spence Bridge)	<b>14</b> <b>16%</b>
<b>OVERALL AGAINST OASIS RAIL TRANSIT</b> – Seven respondents said that implementing Oasis would be a waste of money or not a wise use of funds and/or that the rail line would not be used sufficiently	<b>8</b> <b>9%</b>
<b>SUGGESTIONS/GENERAL COMMENTS</b> – Comments placed in this category contained improvement suggestions to be considered	<b>5</b> <b>6%</b>
<b>Total</b>	<b>90</b>

## COMMENTS RECEIVED ON COMMENT FORM

**Question 2G (Question 2 on online Comment Form):** Please consider the information shared at the Oasis Rail Transit Open Houses held on February 24 and 25, 2016, and identify the degree to which you agree or disagree with the following statements. Please use this space to share any additional comments you may have.

***Note: The following comments received are documented exactly as written by respondents. Neither edits to content nor spelling or grammatical corrections were made.***

### **Support for Oasis Rail Transit – 35 comments**

1. Formerly, I was involved in economic development roles in Clermont County and see the need for higher speed transit options. There will never be highway options through the bottoms, so other means have to be found. The rail line exists and should be used to and from downtown. I also think the Wasson Rd line should be used for access to Xavier and bus connections to the hospitals and UC. It is passed time to get over using existing rail to quickly move people. Look at the rest of the world. I now live in Covington, having moved from Mt Lookout, and use the trolley here regularly.
2. I am only voting - Local, State or Fed - for those who vigorously support light rail. So are most Millennials. Think about it.
3. I am currently a stay-at-home mom who does not have a positive or negative opinion yet about this project as it does not strongly affect me at this time. The possible positive benefits to the area have me leaning towards supporting the project.
4. I am from Portland, Oregon where mass transit was often used such as the light rail. It was one of the deciding factors in choosing where to settle. We often used the transit system for going downtown and visiting family used it to travel from the airport to the suburbs.
5. I believe our lack of sufficient public transportation is the biggest threat to our ability to compete with other cities around the country.
6. I believe this is a must for our community to grow and see economic development.
7. I live in Mt. Washington and commute to Milford daily. I go through Newtown. But I have to work on Rt. 28 and could not get to my office from the Rt. 50 terminus (without unacceptable delay). I'm particularly interested in light rail to reduce the auto traffic load - Particularly since short-sighted opposition killed the highway improvement. This would make Newtown to Milford more desirable places to live and would faster economic growth and development.
8. I lived overseas in Japan and Europe for 15 years where rail transit was a common means of transport. I also lived in Salt Lake City where the Trax project is very successful. I used them daily for work and normal life and would do so again if I they exist. I think in the big picture, connections to airport, downtown, and centers of surrounding suburbs is key to success. When it is convenient, and goes where we all want to go, we can easily then find value in them. Based on my own experience I strongly support this thinking and hope that it evolves into a something benefiting this region.
9. I love trains and look forward to riding this!
10. I think that this system is a necessary first step to bring new life and vitality to our region.

11. I think the Oasis Rail Transit line will be an asset to the City of Cincinnati. We need more public transportation options and I'm thrilled that this could happen. When I worked downtown I was a regular Metro customer and I loved it! I look forward to taking the train downtown for weekend events and weekday meetings. Bring on the train!
12. I work out of the home, otherwise I would use it for work, too.
13. I would love for this to happen. This would be a great enhancement for the city.
14. If it isn't done, I-275/471 between Clermont County and Cincinnati will look more and more like I-71 during rush hour. I-71 LRT project would have made a major difference if it had gone forward. Oasis line opportunity should not be missed.
15. It's about time Cincinnati started to follow the example of other large cities around the country and entertain the idea of commuter train transportation. We are so behind the times in this aspect.
16. Just on the cusp of buying a house in the Columbia Tusculum neighborhood. We are from out of state and just researched this. Would love to have this available as US 50 can be a major nightmare in commuting.
17. My adult son and his roommate have autism and health issues that prevent them from driving. They live in Milford and would benefit from having transit options to expand their work, community involvement and entertainment options. I believe this is an important initiative for our region.
18. My partner does travel from Mt. Lookout to Batavia for work everyday. He would use rail transit should it become available. We also head into downtown several times each month for entertainment/dinner etc. We often call UBER so we can enjoy drinks with our meal or at a game. We would definitely consider rail transit for those trips, should it become available to us.
19. Please keep the dialogue open and continue to educate the residents about the benefit of this proposal. And thank you for adding midday and two way services to the timelines.
20. Since the rerouting of SR 32 got cancelled, there is no hope for reducing the congestion associated with commuting from the east side to the city center. Since the tracks are already in place, it would seem crazy not to use the existing infrastructure.
21. The Fairfax/Red Bank Station is an important component of the Plan to link the east side Cincinnati neighborhoods to Downtown Cincinnati and the far eastern suburbs.
22. The Oasis Rail line ought to be a high priority for the area. It will reduce traffic congestion, air pollution, and the costs and traffic delays associated with building and maintaining more highways and roads. Furthermore, the Oasis line will connect people to jobs, and benefit employers during inclement weather by reducing employee call-offs due to snow and icy roads. Gasoline will not remain cheap forever. An efficient rail service will benefit consumers by allowing them an inexpensive way to travel without spending a portion of their income on fuel and car maintenance. Now is not the time to kick the can down the road on developing rail transportation. It is too important for the region to ignore.
23. The Oasis Rail Trail is such a wonderful idea. It is very important to for east-siders to have this as an option for transportation. It is a win-win for all involved.
24. The Oasis Trail Transit line is a forward-thinking idea that is often lacking in our region. It would take cars off I-275 and I-471, thus reducing the frequency of repairs. It would also make it less likely that we would need to add additional lanes to those interstates in the future as the

population grows. Adding additional lanes from Milford or Eastgate to downtown could cost much more than the entire costs of the Oasis Line. Additionally, the development that would occur along the line could be a big boon to the tax base of Hamilton and Clermont Counties, and a boon to the municipalities, villages, and townships along the line. Property values would increase and mixed-use development would occur.

25. The presently-hidden costs of car transport should be made visible. Once the hidden costs are highly visible to taxpayers, more citizens will (favorably) support transit.
26. This is the best chance for this region to introduce an effective rail transit system. It will have a big stimulus on Clermont County's development.
27. This project is now very important given that the SR 32 relocation project won't be moving forward. Traffic from Newtown/Milford is very heavy to downtown Cincinnati and something needs to be done to improve the situation, as it will only get worse over time.
28. This will help reduce traffic on roadways and reduce pollution output by having fewer vehicles on the road.
29. This would be great for east side residents. Now that there are so many more attractions downtown, it would be so nice to not rely on driving and parking to enjoy them.
30. Time to make accessibility to downtown easier.
31. We live in Milford - a rail line to downtown Cincinnati would be awesome.
32. There is no other way to relieve traffic congestion.
33. Transit on the east side is difficult and congested. A rail line would be a huge benefit to this part of Cincinnati. We must do this.
34. Commuter rail is an important step in improving the transportation options for Greater Cincinnati. Utilizing the existing railway is crucial now before it is modified or re-purposed for something else. The best location for a railway is exactly where they exist today, and we should use it for the benefit of the people around Cincinnati. Starting with the Oasis Rail Transit line will get the momentum needed to expand to other rail options in Cincinnati. The Oasis Rail Transit line is important due to the traffic and congestion concerns on the major highways and streets to cross Cincinnati. The region is expanding and needs to be connected to the major downtown area. Highways are overcrowded during peak times and our options are limited for fast, safe, and reliable transportation.
35. More effective public transportation, in general, is highly important to me. There is plenty of research showing the purchasing of cars is going down across the country, with some places - Cincinnati included - as an exception. If we stay behind on accommodating, effective public transportation, we'll stay behind as a region. I am supportive of the Oasis Rail, but would like to make sure that it would run either as part of or in collaboration with a larger regional transportation network.

#### **General Support of Concept with Caveats – 14 comments**

1. I would use it if I lived and worked near its route. C. Don't live near it
2. As much as I like the idea, it is of little value to me. My daily habits intersect the route/corridor. Light rail on the proposed route won't help me. The plan is a pipe dream without sponsors.

3. I live in Anderson Township (near intersection of 8 Mile and Beechmont Ave. This line is too far from my home to make a difference in my daily life (either for work or pleasure). If there were viable public transportation connections to the rail line, this would make it more important to me. Overall, I am in favor of mass transit / rail transportation. Getting cars off the road is a critical need in the world today. Unfortunately, the Oasis line is not implemented in a configuration that would make it as transportation alternative that I could use on a regular basis. Also, not knowing if there will be any future enhancements to rail in our region that would make it usable, I had to answer Not Sure on my responses - I am just not sure if this will be something that makes a difference in my life.
4. I live in Anderson Twp, closer to 275, so the day-to-day specifics of the Oasis line wouldn't benefit me much. But our community needs a diverse set of transportation options, and high-speed light rail should be part of those solutions. If there were light rail options in this city, I might consider moving closer to an area where light rail is offered to reduce my own reliance on a car for my daily commute. I have ridden Metro as a daily commute option on many occasions, but the challenge for me is in aligning my schedule to the 2x-day time choices for the only bus (81x) that services my home near Salem Rd/Eversole Rd.
5. The only reason I would not use it to commute to work is that I live just east of Williamsburg and work in Batavia - it would not be located anywhere near where I live and work. Mass transit and safe active transit is important to me however, and I would support it in any reasonable way that I could. Please encourage development of livable communities where people can safely walk or bike to schools, stores, restaurants, parks, etc. In Clermont County the current patchwork of subdivision after subdivision that accesses everything outside of the development via a busy road with narrow shoulders and no sidewalks is the antithesis of this. Creating incentives to connect & integrate these developments to each other and the rest of the community via walkways/bikeways, mass transit options and green spaces addresses numerous issues including a reduction of miles driven, obesity rates, habitat creation, enhanced water quality, and a better sense of community.
6. I have lived in this area for 60 years and remember when I lived in Mt. Washington for 7 years there was talk of extending 5 Mile Road but the Indian Hill/Mariemont crowd pulled the strings and nothing happened. Then there was talk of extending 450 out of Milford over to Red Bank, but still nothing has happened. We need more transportation options, especially with the increased number of semi trucks now traveling over I 275.
7. E. and further *[Note: the reference to "E" refers to the respondent's answer for question 2E - that implementing the Oasis line between Milford and Cincinnati is important to him or her]*. Please consider extending service to Batavia (Clermont County Seat). Also consider using Ford Batavia Plant RR spur for maintenance base
8. Love the concept but not the locations of the rail line pickup.
9. Because I am in sales, I spend most of my day in the car. At the end of the day, the last thing I want to do is get back in the car and drive downtown. While living in Denver, I enjoyed the freedom that the rail system provided: no more wasting time searching for overpriced parking spaces or sitting stopped in traffic for football or baseball games, and I could have wine with dinner or a beer at a show without worrying about having to drive because the train stations were within walking distance of my house. Cincinnati has some amazing restaurants, and I would love a more convenient way to visit them, without wasting gasoline. One thing I would

like to see would be available transportation to/from the train stations (i.e. taxis or Uber cars) as the station will not be in a convenient location for many residents to walk.

10. Having visited many cities that use a rail line for commuter traffic makes sense for Cincinnati especially the eastern corridor. My family would most definitely park our cars at a location down the tracks and ride into the city. It would be great if at the end stops, toward downtown, bike rentals were available so getting to the Reds stadium or Banks location would work, as well.
11. It's been 10 years since I worked downtown but I would be VERY inclined to use the system if biking were a priority!!!!!! Cincinnati has needed to do this. We are so behind the rest of Ohio cities and we are losing so many young professionals b/c other cities have done this already!!!!
12. It is not clear how local public transportation would be incorporated into rail system. Using Milford as an example more people are beginning to move back into cities. Bus transportation would be a plus in getting to more people interested in supporting the effort.
13. I support both rail and bike/pedestrian lines.
14. [Statement] B. Would need parking facilities. Statement C. Would need parking facilities Statement F. Time to join the 21st century. Comment on question 3 - too many bike lanes in Cincinnati already

#### **General Support But Concerned About Impacts on Bike Path Plans – 3 comments**

1. I really believe in a rail expansion to downtown, but by utilizing the North Track, the current plan would eliminate the possibility of a bike trail to also run between Downtown and Lunken Airport. After a discussion with the planners at the meeting, it became clear that there are no physical or logistical barriers preventing them from sharing the rail with a bike trail. They are afraid of political problems that might, MIGHT occur 20 years down the road. Those are poor reasons to block progress on a bike trail. The plan needs to be revised to allow for both rail and bike trail on the Oasis line.
2. Separate bike/ped bridge should be built over the Little Miami River. Having Oasis become a rail-trail corridor is very important to me. Where the 2 side by side tracks exist the south track (the unused one) should be used for ped-bike path where the rail corridor width is not sufficient or is privately owned, any bike/ped facilities should be built and located outside the ROW.
3. Using North track is an issue. Having light rail and freight on an improved south track bed with bike/hike transportation corridor on the north track brings the most benefits to our community.

#### **Cautious Support Due to Funding Concerns – 3 comments**

1. I have attended previous Open Houses, and found them to be full of valuable information. However, I don't see any progress toward finding private funding, which probably will be the only way it gets done.
2. I'm glad to know this project is still alive and thriving. I'd like to see more specifics about the funding/financial projections and economic benefits to the various regions through which the lines travel and have stations. I will check online for answers.
3. This project appeared to be a victim of the budgets and western hills viaduct/I-75 bridge issues. Concept wise I agree with it but unless funding is ready forth coming I don't see the cost versus

benefit relationship. The streetcar is already an albatross so in addition to the stadiums who wants to pay more taxes?

#### **Against Oasis Rail Due to Environmental Concerns – 2 comments**

1. I am concerned about segment 2 and any significant environmental impact that this section may have on this area.
2. Streetcar/lightrail only, so communities in between the endpoints can be served. No one wants rail invading their area if they can't use it. Diesel is dirty, loud, and not welcomed.

#### **Against Oasis Rail Due to Funding Concerns – 6 comments**

1. Do not think this is cost effective.
2. If there isn't money currently for this project then it shouldn't be done. Constant property tax increases in Hamilton county are unfair. We already have one of the highest property tax rates in the county.
3. I am very concerned about the cost. If it didn't have such a high price tag, I would be for the rail. I do have a couple questions that could be very important to me and just thought of these. In the old fort area are you using the old tracks or new tracks. Would the new tracks be raised because of flooding and would that be on piers or dirt.
4. It depends on the cost and who pays for it. Everything I've read in media says the transit line is dead because state won't pay for it and I can tell you the cities and counties have zero money for it. Why are you wasting your/our taxpayer dollars seeking public input on an idea that's dead? How much is all the public input costing taxpayers?
5. I feel this project would be a novelty at best. When we look at the cost, it becomes a bad investment. If we lived in different cities, ie...Washington DC, Baltimore, Chicago...It would work well. I just do not see this project as a viable alternative!
6. This is a project that will require several hundred million dollars to complete and has cost several million dollars to date to study. it will provide rail transit over a sparsely populated corridor. The several hundred million dollars needed to complete this project are not now or in the future going to be available to fund this project. There are much higher priority projects - Brent Spence Bridge, Western Hills Viaduct, etc. It is well past time to stop spending money to study this project which will never get done.

### **Against Oasis Rail Due to Route and Other Priorities – 14 comments**

1. I'd rather see bike trails and more transit in the city.
2. I would rather the money be used for improving Rt 32 and having a more direct route from the east side of town that doesn't include traveling through Kentucky.
3. I-75/71 corridors and Wasson would have higher ridership and more impact on reducing traffic. Streetcar to uptown should be top priority.
4. Not much development opportunity. River to the south, eroding hillsides and floodplains. Would rather see rail transportation funds going to Wasson Way and streetcar to uptown.
5. The Oasis Line cannot be a high priority since there are many other critical projects in the region. The Brent Spence Bridge, Western Hills Viaduct, extension of the Streetcar to Clifton, comes to mind. Commuter rail is important, but probably not worth the cost and extended time schedule for implementation. Lets get Metro up to modern standards first.
6. We have many much more pressing needs for funding than this project
7. We should do the Wasson line instead with more priority for near suburbs. The updates along I75 and I71 should accommodate rail.
8. While I would love to see expanded commuter rail options, the priority needs to be the Brent Spence Bridge and other infrastructure issues. If the federal government would levy a gasoline tax to pay for our crumbling infrastructure, I would be more supportive of the Oasis rail line.
9. The Columbia Tusculum community would like the Oasis Line bike trail to be incorporated into the overall plan. The bike trail is an important component into making the region a great community.
10. As much as I like the concept of a commuter rail system for Greater Cincinnati, as a resident of Mt. Washington, I would little to no value out of the service. It does not connect me to where I work in Oakley, nor the areas I shop in Oakley, Kenwood and Anderson Township. My entertainment dollars are spent on travel and the Cincinnati POPS. That is a lost opportunity for me also.
11. Rail is the right thing for up/down I-75 or I-71 where TWO TO THREE TIMES THE TRANSIT RIDERSHIP EXISTS. Not to Milford. The incredibly exaggerated ridership forecasts do not even justify the cost.
12. The routing between downtown and Fairfax should be via the Xavier and using the Wasson Corridor, connecting to the NS line at Fairfax to extend further east. From the start, the projected ridership using the Oasis line along the riverfront, has been very limited. Despite the Wasson Line running through densely populated neighborhoods where there could be a high rate of "walking" ridership, so much time and money have been wasted on the Oasis corridor because it was touted as being "cheap". There's a difference between "cheap" and "value". Rail service between downtown and Clermont County would be very well used and considered successful if it followed a routing that served a high number of city residents and destinations
13. Several members of our Board attended your workshops on the Oasis Rail Transit Plan and were surprised and disappointed that none of our input over the last ten years was used in determining the location of the rail alignment. For some reason, the option for transit to share existing freight tracks from Downtown to Lunken was not selected. Rather your recommended



route for transit is on the currently abandoned north tracks, which is the route that we have long discussed for the placement of this Oasis bike trail. Our preliminary engineering study for the bike trail was shared with Andy Fluegeman, former District 8 Director, Steve Mary and HDR during the previous study that you released in 2015. The members of the TID, SORTA and the City Transportation Department were also aware of the plan. Another document your study team apparently failed to examine is the City of Cincinnati/SORTA agreement with the railroad that allows transit to operate on and share the south freight line. The only reason for your decision given by Andy Fluegemann at the workshop was that once a bike trail is in the Oasis Corridor it will be impossible to remove. Again, Andy and HDR did not consult the survey of the corridor we supplied to your team three years ago. It illustrated the corridor is wide enough to handle two tracks and a trail. Of course it will be an additional expense to move the trail and build some retaining walls, but this is a rounding error in a half a billion dollar transit project. ORW has also advised SORTA to Rail Bank the north tracks. This is an effective tool that has been used to insure the future of transit. We worked in the spirit of cooperation to assist the Eastern Corridor team to implement a multi-modal plan and it appears that you have chosen to ignore our effort and have made no accommodation or plan for a bike trail from Lunken to Downtown. ODOT's recommendation is unfortunate because the bike trail cost from Downtown to Lunken is estimated at \$4 million with a projected 2.0 million users annually. The latest study by ODNR that measured the use of the Little Miami Scenic Trail between Loveland and Xenia was at 900,000 in 2015. We based our estimated use on the fact that Downtown Cincinnati and its world-class riverfront will be a more attractive destination and this section of bike trail is adjacent to a larger population base. In conclusion, the bike trail will exceed your projected transit ridership of 1.9 million at 1% of the cost. The bike trail also has a broad base of support of health advocates, bike/hike enthusiasts, adjacent Cincinnati neighborhoods, townships and villages. It also has local sponsors, Ohio River Way and the Cincinnati business community, who have committed to raise the funds to construct the bike trail. Great Parks of Hamilton County has agreed to operate and maintain the bike trail. Since the Oasis Rail Transit Plan has no identified public sponsor for its \$400 million construction costs or its \$10 million per year operating costs and appears unlikely at any time soon to have adequate ridership to justify its costs, we will continue to work with SORTA, the owner of the Oasis corridor, on the final design of a Downtown to Lunken Oasis bike trail. The reconsideration of your recommended alignment would be practical and appreciated. Respectfully submitted, Board of Directors Ohio River Way, Chris Compton Simon Foster, Scott Goodfellow, Rick Greiwe, Don Mills, Bruce Petrie, Jr., Wym Portman, Karl Preissner, Brewster Rhoads, Jeff Schloemer, and Neal Schulte.

#### 14. OASIS COMMUTER RAIL Transit-Oriented Development

**VALUE CAPTURE:** Previous studies of the feasibility of passenger rail in the Eastern Corridor have promoted the notion that transit-oriented development could be used to finance the Oasis Rail project connecting Downtown Cincinnati with Milford. As we all know, capturing a share of the taxable increase in real estate values from new development along rail lines is a commonly used tool to fund transit. Unfortunately, TOD has limited application for the Oasis Rail project because there are no significant development sites near the proposed stations. Simply stated, there isn't much revenue to capture.

**REVIEW OF DEVELOPMENT POTENTIAL NEAR STATIONS:** Transit Center - The Banks will be completed in the next three to five years, and its incremental gain in value has already been captured. The only potential new development sites near the Banks are located on decks covering Ft. Washington Way. These decks are not funded, and there seems to be no concrete plan to do so. Any value capture available from decking FWW would likely be used to fund the

decks. Boathouse – There is one site near the Montgomery Inn Boathouse, but it will be developed before this rail project is funded. Stanley Avenue – The development sites south of the Oasis Rail are in a floodplain. They must be elevated on piers or be built atop parking decks. Those additional costs would probably make their development not feasible. The sole remaining site to the north of the rail alignment at Columbia Parkway and Delta is now being cleared for development. Beechmont Levee / Linwood neighborhood could be a potential development site, but several blocks of single-family homes would need to be acquired and demolished at considerable expense. There could be substantial opposition. Fairfax – The proposed station is located in a rail yard and floodplain. Several potential development sites are available along Wooster Pike in the Fairfax business district, but they are not within walking distance from the station. Newtown – This community's station would be located near one of the large tracts of underdeveloped land near the rail alignment, but it would also need to be elevated above the floodplain. This station area probably has the highest potential for transit-oriented development. Milford – The station is located in an area that has already been improved. Other parcels are impacted by seasonal floods.

CONCLUSION: As an infill developer who has been successful building throughout Greater Cincinnati, I recommend -- as I have at every workshop over the last ten years -- to locate the Eastern Corridor rail transit on Wooster Pike (U.S. 50) which passes through the centers of Linwood, Fairfax, Mariemont, Terrace Park and Milford. Multiple sites in those communities are perfect for transit-oriented development. This alignment has adequate population to support rail transit, and residents and workers could walk to the stations. There is existing infrastructure, which would attract investment by multiple developers. The Wooster Pike alignment could be served by extending Cincinnati's modern streetcar, which can travel as fast as 50 MPH, into this corridor. The Eastern Corridor streetcar could easily connect to the Downtown/Over-the-Rhine streetcar, thus avoiding the need for a transfer at the Riverfront Transit Center. There are many advantages to such a plan, but previous studies failed to include this route or modern streetcar technology. As a developer and east-side resident who believes in transit-oriented development, I suggest you terminate study of diesel rail on the Oasis line and redirect your resources to a route that can better serve our communities and transit customers. Respectfully submitted, Richard J. Greiwe, Principal

#### **Overall Against Oasis Rail Transit – Eight comments**

1. How much are taxpayers on the hook for that boondoggle? And which politicians are going to get rich from it?
2. Portune Boondogle
3. Projected ridership is extremely overstated.
4. The Oasis Rail line is a ridiculous, destructive, ill-conceived waste of money. The rail line will damage every neighborhood in its path with noise, air pollution, vibration, and light pollution. It will devalue every property along its route while not serving those very neighborhoods. It will harm the city by encouraging persons to flee the city by facilitating long-distance commuting. Due to topography, there is a very poor passenger base because of the line's proximity to the Ohio River and hillsides. You should give this one up and stop wasting money. How about spending the money on projects that are worthwhile and actually have economic benefit, such as rebuilding the I-75 bridge or the western hills viaduct? How about protecting urban

neighborhoods rather than destroying them with additional infrastructure which will only place a greater burden upon them?

5. The residents have already expressed their disapproval for the Eastern Corridor but yet it still being pushed through.
6. Would not use it, waste of taxpayers money.
7. Building a rail line will degrade the areas it will have to traverse.
8. This is a complete waste of taxpayer money. If it had a positive business case, some aspiring entrepreneur would be building it already. The project does not go in a direction that would be useful to our family for either business or pleasure and it does not propose to relieve congestion on 275 between Milford and Blue Ash/West Chester.

#### **SUGGESTIONS – Five comments**

1. Would like to see Bus Rapid Transit considered as alternative. If Oasis Rail Transit goes through would like to see more frequent service & longer hours. Also bike/pedestrian paths [statement was incomplete.]
2. Scope-creep has killed the project. This should be designed as a low-cost introductory commuter line. Used coaches, used locomotives, existing tracks. See the Music City Star in Nashville. The line is already half-owned by SORTA. The terminal station already is partially built. This should not be this hard.
3. Recommend that ODOT develop cost comparison between building freeways and rail on say a mile per mile basis along the same route. Include annual maintenance costs and life expectancy of each mile along the route.
4. A sales tax increase of  $\leq 2.25\%$  would seem reasonable. Much more than that would be a potential hurdle. (Handwritten comment on B): Work @ 1-275 and Kellogg Ave
5. Why not use 60 mph BRT with dedicated & physically protected lanes on I-75 and 71 and to just off interstate stops every 2-4 miles so people can ride downtown from I 275 in 15 minutes. In January, while traveling in Europe, I rode BRT in Luxembourg from the airport to the downtown train station for 10 miles in 15 minutes and 5 stops DURING a weekday 5 pm rush hour! When it came on a crossing road, 2 gates came down to keep cars off the BRT lane. Just like a train track/road intersection so the BRT driver can go through as top priority vs lower priority cars. The rest of the car traffic was more stop and less go. By using I-75 & 71 lanes, when drivers SEE that they aren't moving and the BRT IS, they'll ask why don't I ride that BRT? Then next time they will. It increases ridership then keeps them. Plus riders can use their phones while the BRT driver does the work. If it's more feasible, use a lane on the major roads like Madison, Montgomery etc. with Transit hubs at Xavier, Oakley etc. BRT routes are much more flexible (than light rail) and can be improved to meet Cincinnati's needs in 2025, 2050 & beyond. The bus ran on cleaner natural gas! I have some photos. With less traffic and accidents, costs for driver insurance will drop. Its a qualitative benefit NOT seen on the balance sheet of the BRT, but riders will be happier! Connect it to the Streetcar and we have a cheaper, flexible (roads are easier to move/stripe than moving light rails) greener transportation solution for Metro Cincy, the second largest city in the US

without rapid transit! Our diesel particulate pollution went from 18th to 9th from 2005 to 2012 per American Lung Assn! This increased childhood asthma just downwind east of the downtown interstates. Public Health should be raising this warning and educating the public about these life threatening hazards. No wonder Cincinnati is losing companies and people! They're leaving for healthier communities that DO have greener transportation and healthier longer lifespans! Last one to leave Cincy please turn off the light! You need my help, so contact me at [charliefunny@hotmail.com](mailto:charliefunny@hotmail.com). I'm a retired AF mechanical engineer that helped design Star Wars spacecraft & fix nuclear missiles. Rapid Transit is NOT rocket science! We're lucky! Cincinnati has lots of space, European cities downtowns DO NOT! But they work smarter not harder. Why not us working smarter not harder? Looking forward to hearing from you! Let's get rid of Cincinnati's on the street reputation as the land that time forgot from Samuel Clements aka Mark Twain!

---

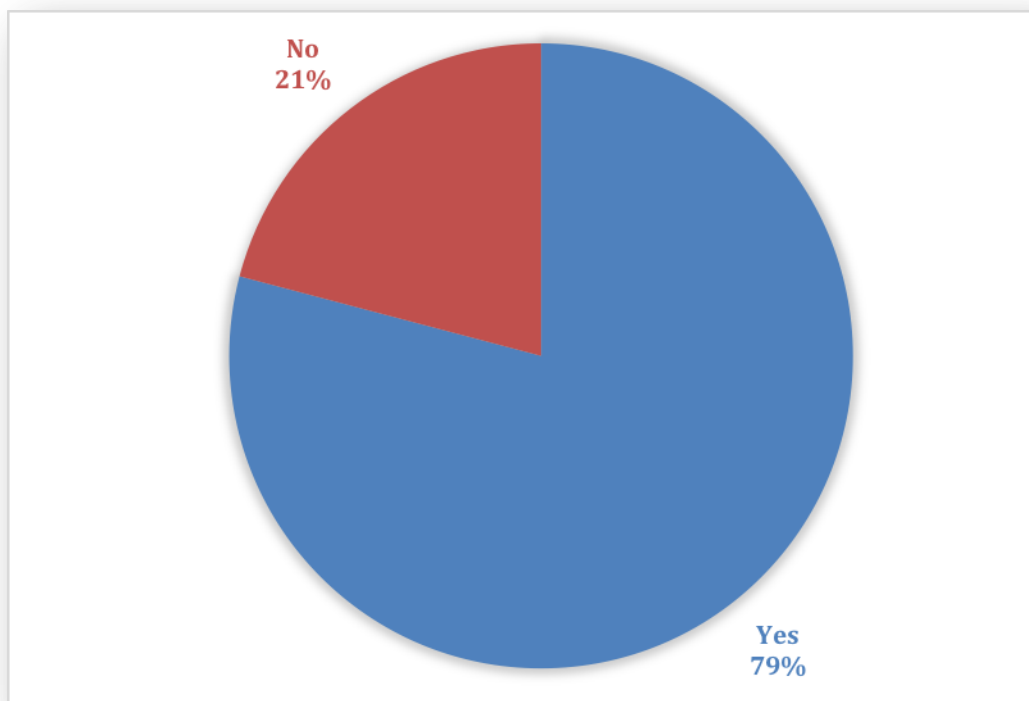
## QUESTION 3

---

**Do you currently travel through the Eastern Corridor region (which extends between downtown Cincinnati in Hamilton County and into western Clermont County) on a regular basis?**

Responses received: 206

A majority of respondents (79%, 163 people) said they travel through the Eastern Corridor region on a regular basis. Approximately 21% of respondents do not.



# QUESTION 4

For Question 4, respondents were asked to indicate how important key transportation needs in the Eastern Corridor were to them using a scale of Very Important, Somewhat Important, Not too Important, Not at All Important, or Not Sure.

**As you consider transportation needs within the Eastern Corridor, how important to you are the following?**

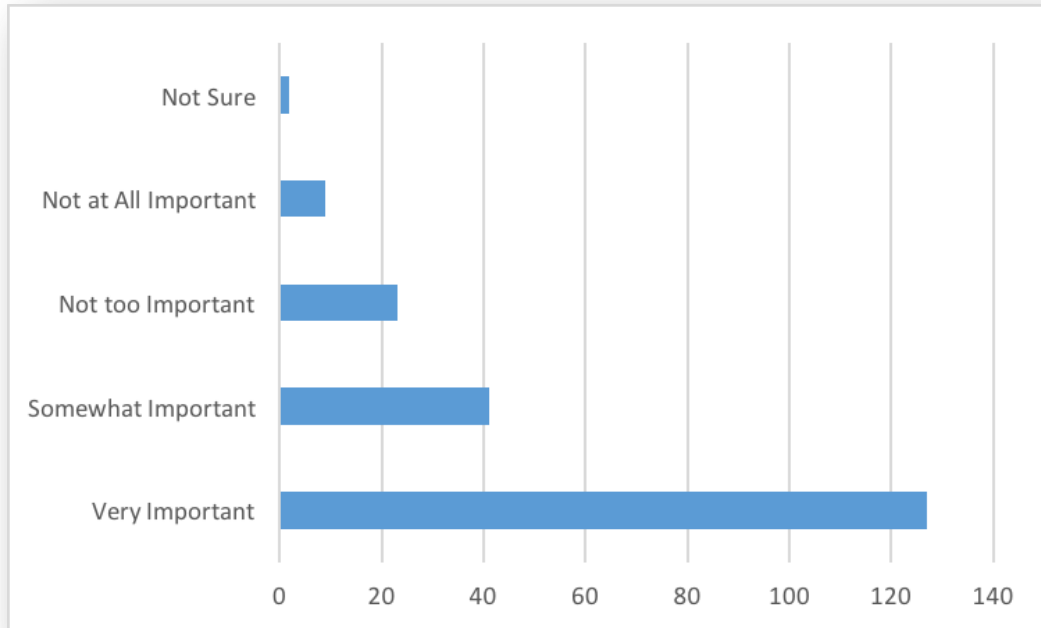
The table below shows the distribution of responses across all options included in the Comment Form. Transportation needs that were most often identified as Very Important were Less Congestion (63%, 127 people), New Rail-Based Transit Service (62%, 126 people) and Better Air Quality (60%, 121 people). Transportation needs that were most often identified as Not At All Important were Expanded Bus Service (13%, 27 people), Expanded Bicycle Routes (12%, 25 people), and New Rail-Based Transit Service (12%, 24 people).

	Very Important	Somewhat Important	Not too Important	Not at All Important	Not Sure	Total
LESS CONGESTION	62.87% 127	20.30% 41	11.39% 23	4.46% 9	0.99% 2	202
IMPROVED TRAFFIC FLOW	60.20% 121	22.39% 45	12.44% 25	3.98% 8	1.00% 2	201
PREDICTABLE TRAVEL TIMES	53.73% 108	28.36% 57	12.44% 25	4.48% 9	1.00% 2	201
IMPROVED TRAVEL SAFETY	53.03% 105	33.84% 67	10.10% 20	2.53% 5	0.51% 1	198
EXPANDED BUS SERVICE	25.87% 52	27.86% 56	30.85% 62	13.43% 27	1.99% 4	201
NEW RAIL-BASED TRANSIT SERVICE	62.07% 126	14.29% 29	8.87% 18	11.82% 24	2.96% 6	203
EXPANDED BICYCLE ROUTES	39.60% 80	22.77% 46	23.27% 47	12.38% 25	1.98% 4	202
MORE WALKWAYS	41.87% 85	32.51% 66	15.76% 32	8.37% 17	1.48% 3	203
BETTER AIR QUALITY	60.20% 121	20.90% 42	12.94% 26	3.98% 8	1.99% 4	201
MORE OPPORTUNITY FOR ECONOMIC GROWTH (resulting from transportation investments)	58.79% 117	27.64% 55	6.53% 13	4.02% 8	3.02% 6	199

The following pages illustrate the distribution of responses within each individual category.

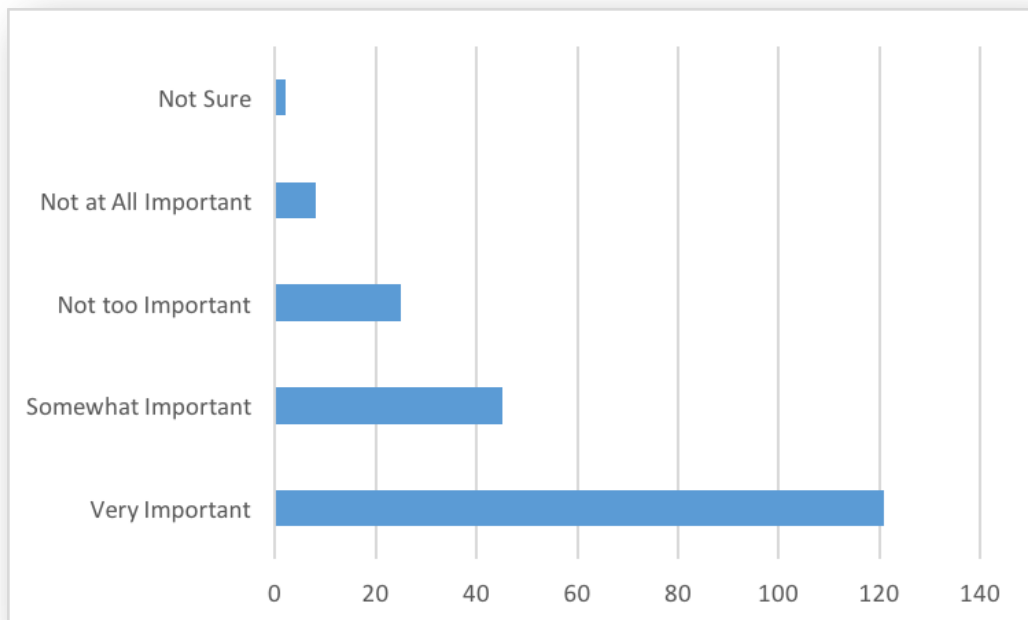
**A. Less Congestion**

Responses received: 201

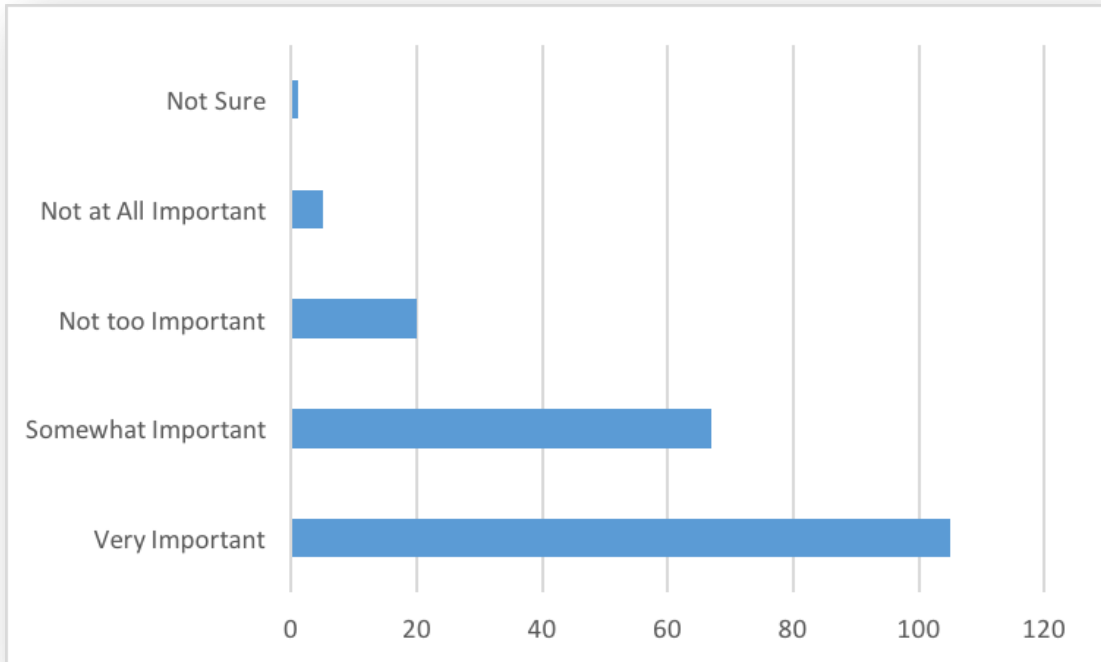


**B. Improved Traffic Flow**

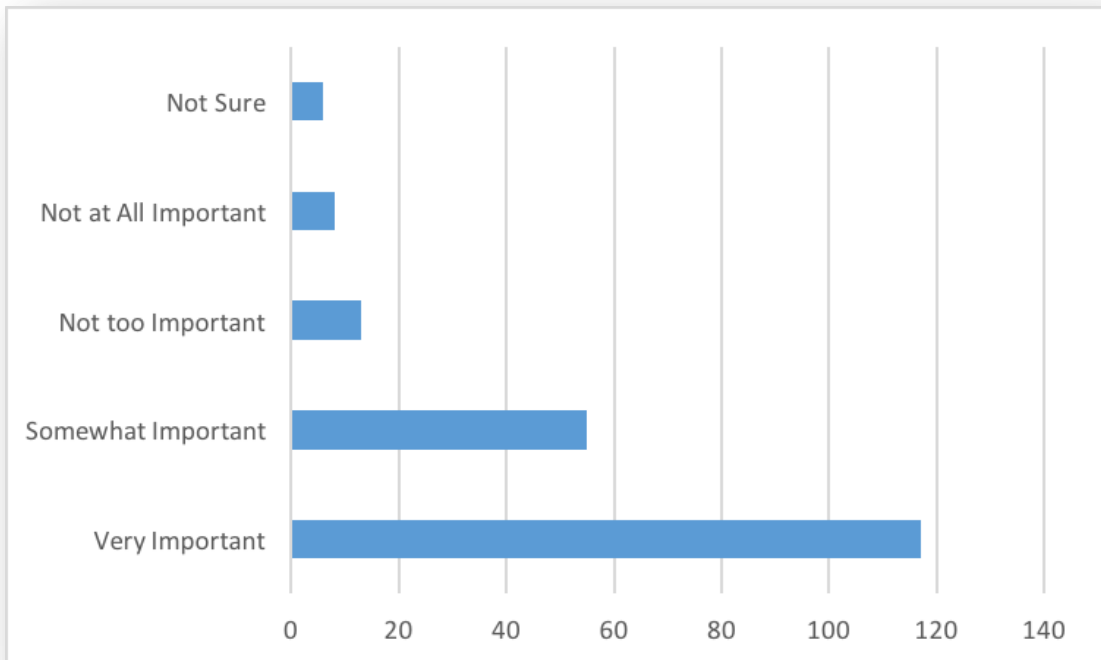
Responses received: 198



C. Improved Travel Safety  
Responses received: 201

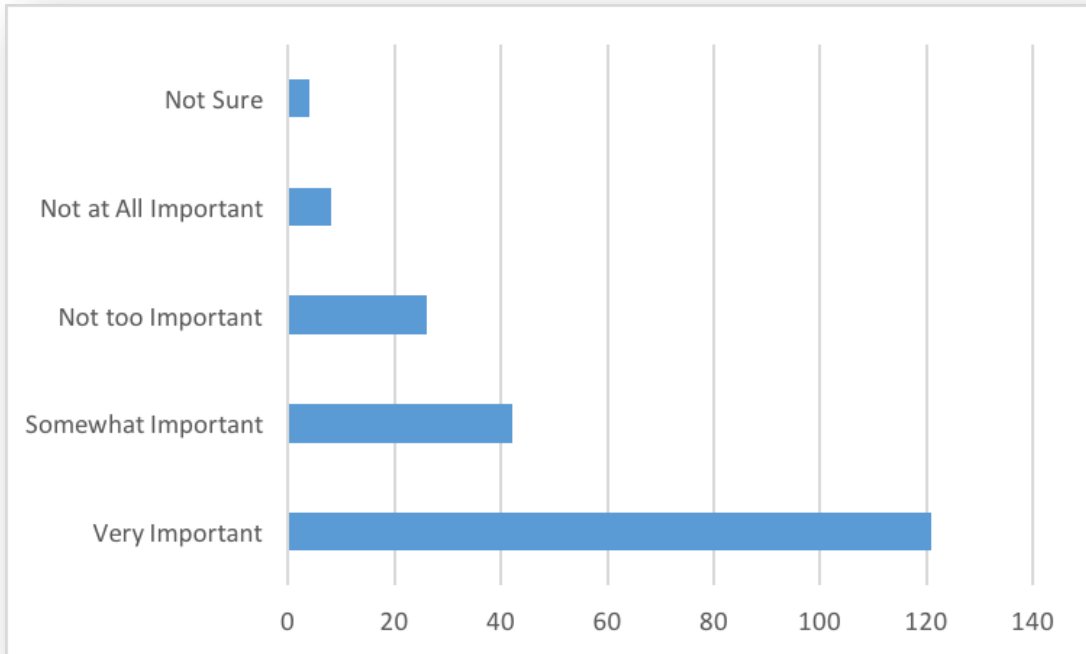


D. More Opportunity for Economic Growth (resulting from transportation investments)  
Responses received: 202

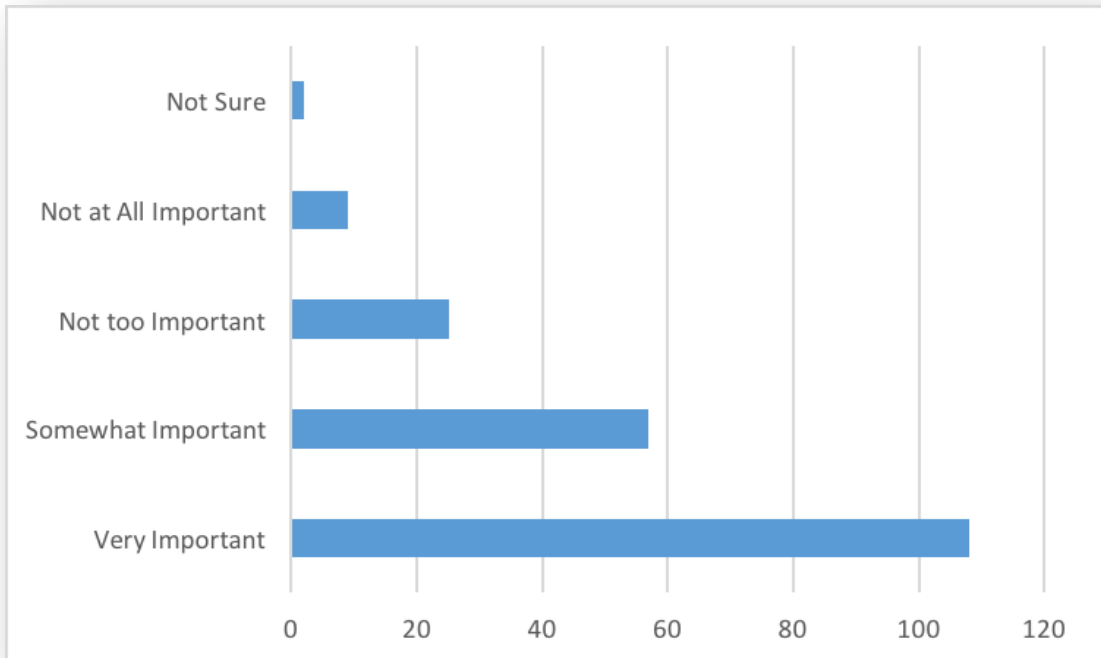




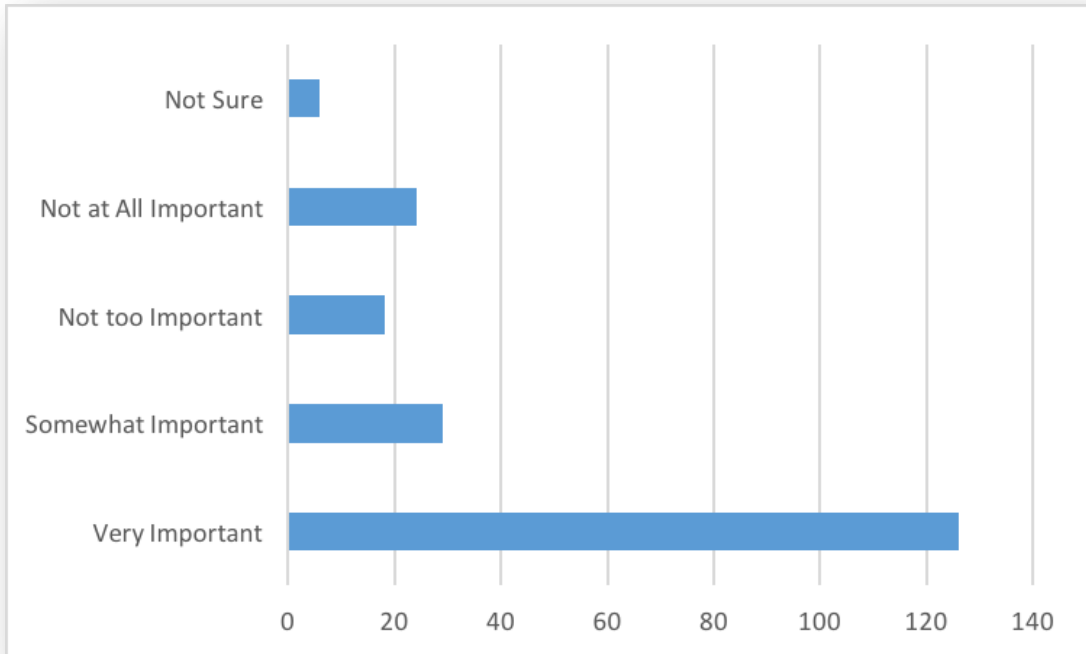
E. Better Air Quality  
Responses received: 201



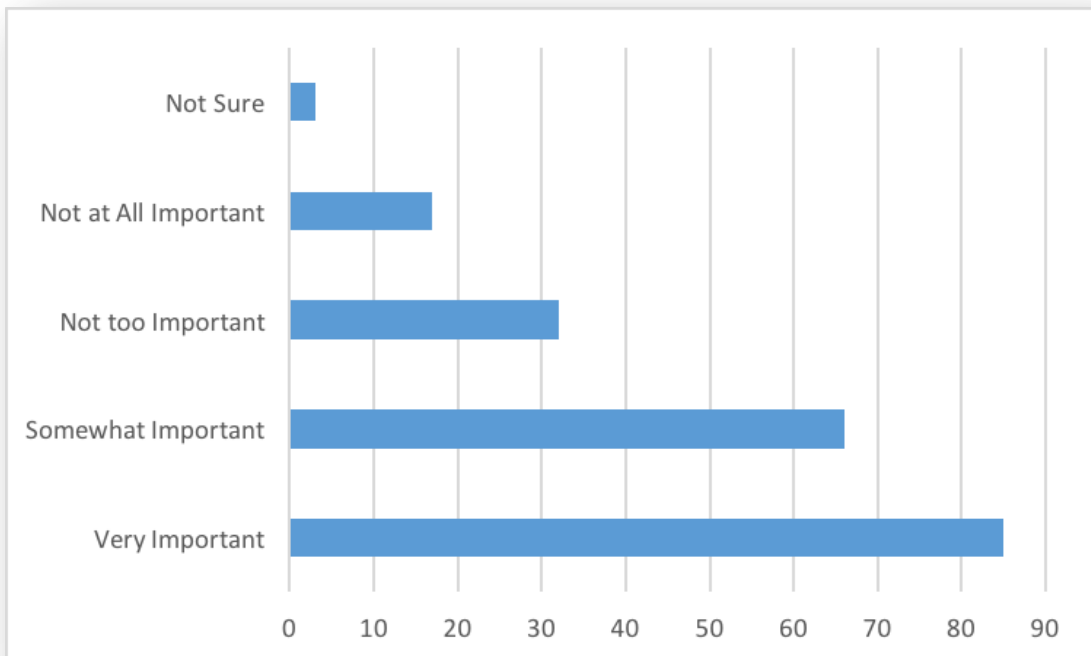
F. Predictable travel times  
Responses received: 203



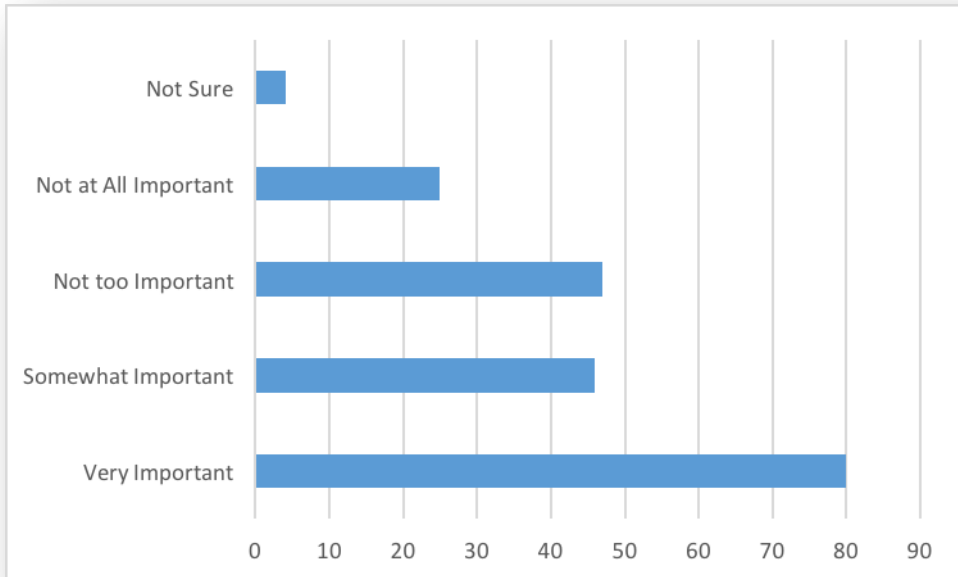
G. New Rail-based Transit Service  
Responses received: 202



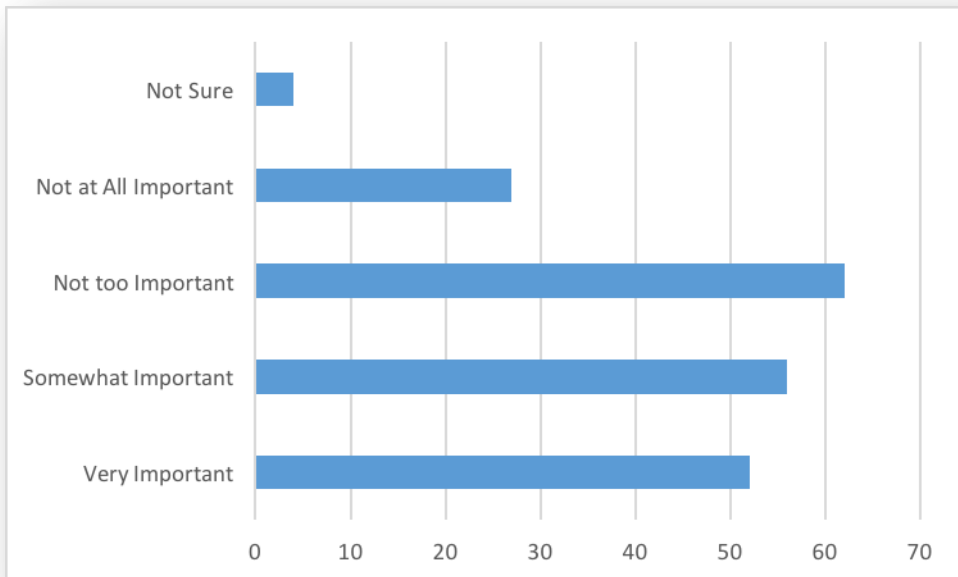
H. More Walkways  
Responses received: 203



I. Expanded Bicycle routes  
Responses received: 201



J. Expanded Bus Service  
Responses received: 199



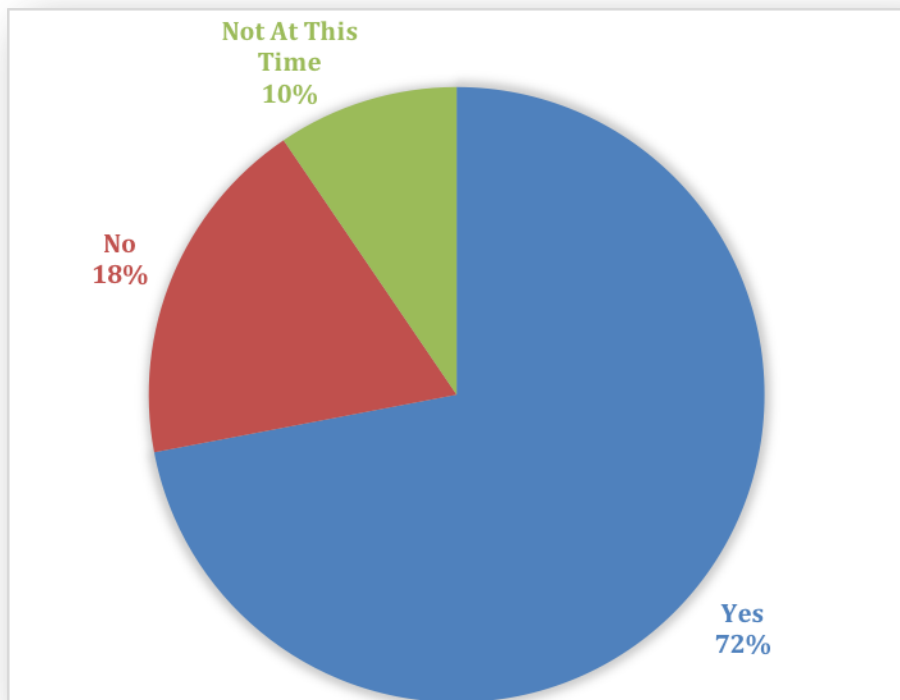
## QUESTION 5

---

**Planners anticipate that a combination of public and private dollars would be used to support Oasis Rail Transit. As local officials set priorities for transportation projects in Greater Cincinnati, do you believe that the Oasis rail line should be included as a funding priority?**

Responses received: 200

For Question 5, 72% of respondents (144 people) said that the Oasis Rail line should be a funding priority. Approximately 18% (37 people) said it should not be a priority and another 10% (19 people) said Not at This Time.



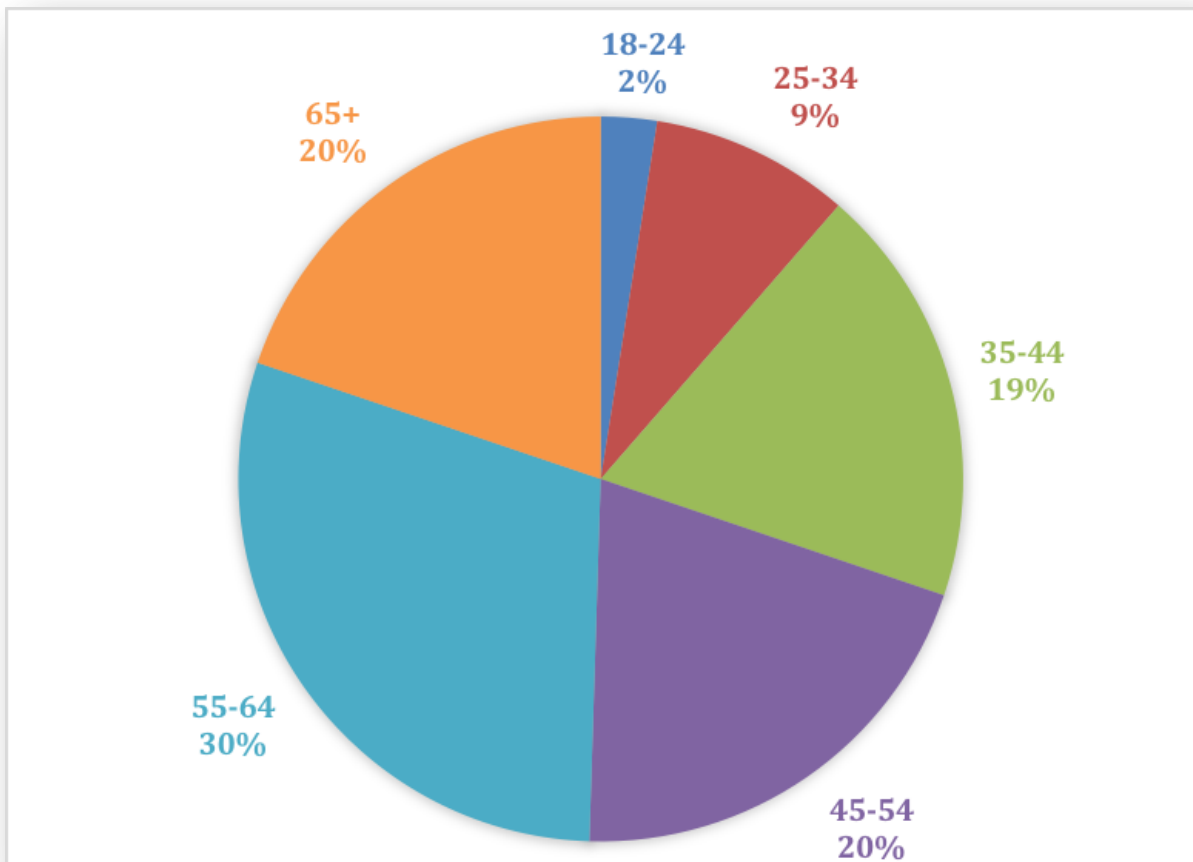
## QUESTION 6

---

**Please identify your age range.**

Responses received: 202

The largest group of respondents identified themselves as being in the 55-64 age range (30%, 60 people). Another 60% of respondents were evenly split between the 65+ (20%), 45 – 54 (20%), 35 - 44 (19%) age ranges. Only 11% of respondents reported being in the 25 - 34 (9%) and 18 - 24 (2%) range.



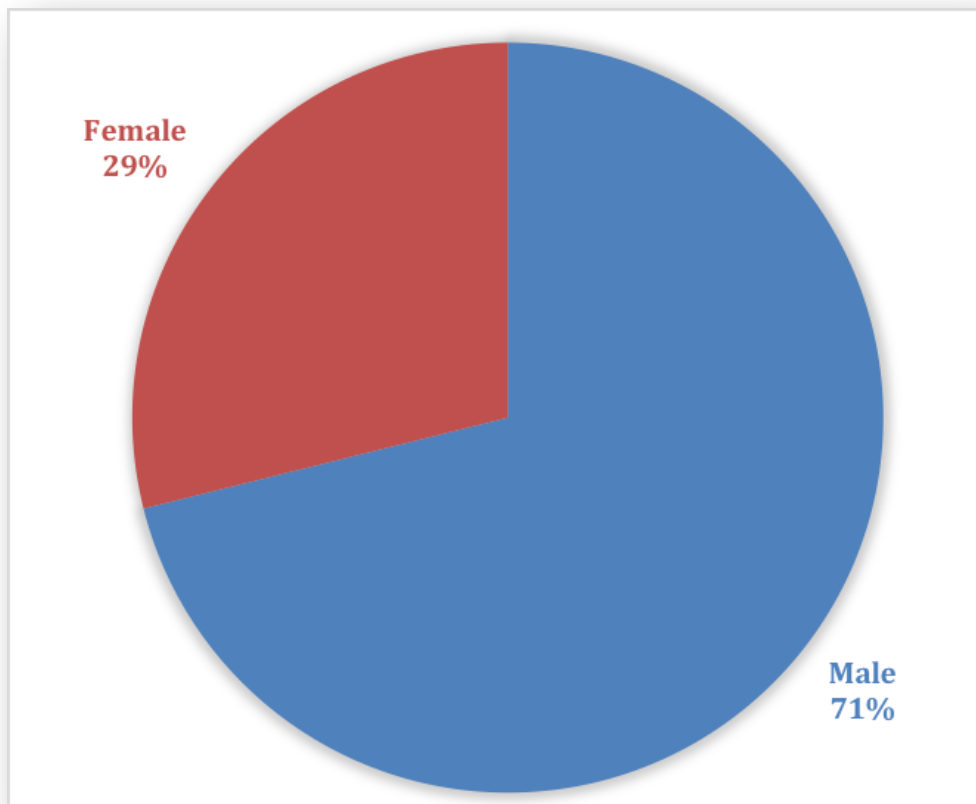
# QUESTION 7

---

## Gender

Responses received: 194

The majority of respondents were male (138 people).



# QUESTION 8

---

## In which zip code do you LIVE?

Responses received: 197

The most frequently reported zip code that respondents reported living in (16.7% of responses, 33 people) was 45244, which extends across portions of Newtown, Ancor, Mt. Carmel, Anderson Township). The second and third most frequently reported zip codes of residence were 45230 (11.6% of responses, 23 people) which extends across California and parts of Mt. Washington and 45208 (11.1% of responses, 21 people) which includes portions of Hyde Park and Mt. Lookout.

Zip Code of Residence			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45244	Newtown, Ancor, Mt. Carmel, Anderson Township	33	16.7%
45230	California, Mt Washington	23	11.6%
45208	Hyde Park, Mt. Lookout	21	11.1%
45150	Milford	17	8.6%
45103	Batavia, Owensville	12	6.1%
45227	Mariemont, Madisonville, Fairfax	12	6.1%
45202	Downtown Cincinnati, Central Business District	11	5.6%
45140	Loveland	7	3.5%
45226	Columbia Tusculum, Mt. Lookout	7	3.5%
45243	The Village of Indian Hill	7	3.5%
45255	Anderson Township, Forestville	7	3.5%
45245	Withamsville	6	3.0%
45102	Amelia	3	1.5%
45157	New Richmond	2	1.0%
45174	Terrace Park	2	1.0%
45204	Sedamsville, Riverside	2	1.0%
45206	Walnut Hills	2	1.0%
45209	Oakley	2	1.0%

Zip Code of Residence			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45215	Wyoming, Lincoln Heights, Woodlawn, Reading	2	1.0%
45241	Sharonville, Evandale	2	1.0%
41011	Covington, KY	1	0.5%
41017	Fort Mitchell, KY	1	0.5%
41051	Independence, KY	1	0.5%
41075	Fort Thomas, KY	1	0.5%
45014	Fairfield	1	0.5%
45040	Mason	1	0.5%
45044	Middletown	1	0.5%
45153	Moscow	1	0.5%
45154	Mt. Orab	1	0.5%
45176	Willaimsburg	1	0.5%
45203	Downtown Cincinnati, Queensgate	1	0.5%
45211	Cheviot, Monfort Heights, Westwood	1	0.5%
45220	Uptown, Clifton	1	0.5%
45224	Finneytown	1	0.5%
45228	California	1	0.5%
45238	Delhi	1	0.5%
45440	Kettering, Beavercreek	1	0.5%



# QUESTION 9

## In which zip code do you WORK?

Responses received: 172

The downtown Cincinnati Central Business District 45202 was by far the most frequently reported zip code in which people work (27.2%, 46 responses). Milford zip code 45150 was the second most frequently reported zip code in which people worked (7.7%, 13 responses). Zip Codes 45227 (Mariemont, Madisonville and Fairfax area), 45208 (Hyde Park, Mt Lookout), 45244 (Newtown, Ancor, Mt. Carmel, Anderson Township) all fell around 5%.

Zip Code of Residence			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45202	Downtown Cincinnati, Central Business District	46	27.2%
45150	Milford	13	7.7%
45227	Mariemont, Madisonville, Fairfax	9	5.3%
0	Retired	9	5.3%
45208	Hyde Park, Mt. Lookout	8	4.7%
45244	Newtown, Ancor, Mt. Carmel, Anderson Township	8	4.7%
45230	California, Mt Washington	7	4.1%
45103	Batavia, Owensville	6	3.6%
45226	Columbia Tusculum, Mt. Lookout	6	3.6%
45242	Montgomery, Blue Ash	6	3.6%
45241	Sharonville, Evandale	5	3.0%
45220	Uptown, Clifton	4	2.4%
45140	Loveland	3	1.8%
45209	Oakley	3	1.8%
45215	Wyoming, Lincoln Heights, Woodlawn, Reading	3	1.8%
45229	Avondale, Paddock Hills	3	1.8%
45245	Withamsville	3	1.8%
45102	Amelia	2	1.2%

Zip Code of Residence			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45211	Cheviot, Monfort Heights, Westwood	2	1.2%
45255	Anderson Township, Forestville	2	1.2%
45267	University of Cincinnati	2	1.2%
41015	Ryland Heights, Taylor Mill, KY	1	0.6%
41018	Erlanger, KY	1	0.6%
41042	Florence, KY	1	0.6%
41071	Newport, KY	1	0.6%
45036	Lebanon	1	0.6%
45040	Mason	1	0.6%
45069	West Chester	1	0.6%
45201	Cincinnati (Queensgate)	1	0.6%
45204	Sedamsville, Riverside	1	0.6%
45206	Walnut Hills	1	0.6%
45212	Norwood	1	0.6%
45219	Clifton, Corryville	1	0.6%
45224	Finneytown	1	0.6%
45232	Spring Grove	1	0.6%
45237	Golf Manor, Amberly	1	0.6%
45240	Pleasant Run, Winton Woods, Forest Park	1	0.6%
45249	Symmes Township, Sixteen Mile Stand	1	0.6%
45401	Dayton	1	0.6%
45430	Beavercreek	1	0.6%

# QUESTION 10

---

**If you would like to receive updates about Eastern Corridor Program projects, provide your email address below.**

Sixty-seven participants provided their email addresses. Although addresses are not documented in this report to protect respondents' privacy, all email addresses have been added to the Eastern Corridor Program Update database.

**MESSAGES RECEIVED THROUGH  
EASTERN CORRIDOR EMAIL**

\*\*\*

3.01.2016

From : Jim Schubert

Project : Oasis Rail

I would like to say that I am fully supportive of the Oasis rail line I live in Eastgate, and would love an alternative to driving downtown. I would absolutely use this service, either as an Eastgate of Newtown Park-and-ride, or as some other connection. I love going downtown, but the hassle of driving is a definite deterrent.

\*\*\*

Subject: Planned Oasis Stations

From: Cailey Radcliffe

Date: Fri, Feb 26, 2016 2:56 pm

To: [easterncorridor@easterncorridor.org](mailto:easterncorridor@easterncorridor.org)

Salutations!

As a resident of Cincinnati, I am trying to be as informed as possible about the possibility of the Oasis Rail. I was wondering if there are any plans for the stops/terminal buildings: what construction would take place, where exactly would they be, what amenities would be available, etc. If you could get me that information, I would be grateful.

Thank you for your time,  
Cailey Radcliffe

\*\*\*

2.23.2016

From : bob

Project : eastern corridor rail

hello, I think this is a great project. all the best, bob

\*\*\*

Subject: Comments

From: Lew Seiler

Date: Tue, Feb 16, 2016 1:48 pm

To: [easterncorridor@easterncorridor.org](mailto:easterncorridor@easterncorridor.org)

To whom it may concern:

I note that you are having meetings on Feb. 24 at locations at the either end of the proposed Oasis Rail corridor. You are not having meetings in Columbia Tuscum, East End, Fairfax, Linwood, or other neighborhoods which would be damaged, but receive little benefit from the proposed rail line. In reading newspaper articles it appears that State support for the Oasis rail line is going to be terminated. This is GREAT NEWS! You will not be able to damage our neighborhoods with a rail line which will serve few people and have marginal benefits. I only wish that this ridiculous idea would have been stopped years and hundreds of thousands of dollars ago.

Sincerely,

Lewis H. Seiler

\*\*\*

3.11.16

From : black

Project : trainsit project

eastern corridor transit project be done so i ride train from down town to mariemont. this great idea

**ADDITIONAL FEEDBACK RECEIVED**

[Annoyed by streetcar supporters who oppose Oasis line](#)

<http://www.cincinnati.com/story/opinion/letters/2016/03/08/annoyed-streetcar-supporters-who-oppose-oasis-line/81512174/>

Cincinnati 10:26 p.m. EST March 8, 2016

I've finally figured out what specifically bugs me about the many streetcar supporters who oppose the Oasis line: neighborhood investment fairness. How many tens of millions of dollars have been rightly invested in Over-the-Rhine since the 2001 riots, only for streetcar supporters to then tell other neighborhoods and communities that there's no value for them to make expensive rail transit investments?

The anti-Oasis line debate seems to focus on the fact that ridership vs. cost is out of whack given how many people are projected to ride it. However, we don't yet know if the streetcar will actually achieve its projected ridership. Also, this argument seems to totally dismiss the communities the Oasis line would go through and benefit, like Columbia Tusculum, another neighborhood that could use the additional investment.

What right do streetcar and OTR boosters have to tell another neighborhood that additional rail transit is wasteful? Streetcar ridership may not achieve goals, phase two planning is likely six years away and the only proven tangential success because of the streetcar is a spike in real estate investment, the proceeds of which have gone back into the streetcar.

The bottom line is to worry about your own neighborhood, the greater metropolitan good and to only be a NIMBY when you can show cause.

Eric Douglas, Clifton



## OASIS COMMUTER RAIL Transit-Oriented Development

### VALUE CAPTURE:

Previous studies of the feasibility of passenger rail in the Eastern Corridor have promoted the notion that transit-oriented development could be used to finance the Oasis Rail project connecting Downtown Cincinnati with Milford. As we all know, capturing a share of the taxable increase in real estate values from new development along rail lines is a commonly used tool to fund transit.

Unfortunately, TOD has limited application for the Oasis Rail project because there are no significant development sites near the proposed stations. Simply stated, there isn't much revenue to capture.

### REVIEW OF DEVELOPMENT POTENTIAL NEAR STATIONS:

Transit Center - The Banks will be completed in the next three to five years, and its incremental gain in value has already been captured. The only potential new development sites near the Banks are located on decks covering Ft. Washington Way. These decks are not funded, and there seems to be no concrete plan to do so. Any value capture available from decking FWW would likely be used to fund the decks.

Boathouse - There is one site near the Montgomery Inn Boathouse, but it will be developed before this rail project is funded.

Stanley Avenue - The development sites south of the Oasis Rail are in a floodplain. They must be elevated on piers or be built atop parking decks. Those additional costs would probably make their development infeasible. The sole remaining site to the north of the rail alignment at Columbia Parkway and Delta is now being cleared for development.

Beechmont Levee - The Linwood neighborhood could be a potential development site, but several blocks of single-family homes would need to be acquired and demolished at considerable expense. There could be substantial opposition.

Fairfax – The proposed station is located in a rail yard and floodplain. Several potential development sites are available along Wooster Pike in the Fairfax business district, but they are not within walking distance from the station.

Newtown – This community's station would be located near one of the large tracts of underdeveloped land near the rail alignment, but it would also need to be elevated above the floodplain. This station area probably has the highest potential for transit-oriented development.

Milford – The station is located in an area that has already been improved. Other parcels are impacted by seasonal floods.

## CONCLUSION:

As an infill developer who has been successful building throughout Greater Cincinnati, I recommend -- as I have at every workshop over the last ten years -- to locate the Eastern Corridor rail transit on Wooster Pike (U.S. 50) which passes through the centers of Linwood, Fairfax, Mariemont, Terrace Park and Milford. Multiple sites in those communities are perfect for transit-oriented development. This alignment has adequate population to support rail transit, and residents and workers could walk to the stations. There is existing infrastructure, which would attract investment by multiple developers.

The Wooster Pike alignment could be served by extending Cincinnati's modern streetcar, which can travel as fast as 50 MPH, into this corridor. The Eastern Corridor streetcar could easily connect to the Downtown/Over-the-Rhine streetcar, thus avoiding the need for a transfer at the Riverfront Transit Center. There are many advantages to such a plan, but previous studies failed to include this route or modern streetcar technology.

As a developer and eastside resident who believes in transit-oriented development, I suggest you terminate study of diesel rail on the Oasis line and redirect your resources to a route that can better serve our communities and transit customers.

Respectfully submitted,



Richard J. Greiwe  
Principal

## Light Rail support

1. I live in Anderson Township and would love to have a rail option to go downtown in twenty minutes or so. I would frequent the downtown area more than I current do. Fully developed rail can run more frequently than the current bus options. Driving to a park-ride lot in either Linwood or Newtown and not having to drive downtown and search for a parking spot would be a much needed convenience. Additionally, the speed and capacity of rail to deliver a greater number of passengers during the workweek to the downtown when compared to bus is noteworthy. There would also be less traffic on the surface streets and Columbia Parkway that serve downtown.
2. Having the possibility to develop a rail option when the right of way is already owned is a real bargain because whether it is rail or highway land acquisition costs are astronomical in this day and age. Additionally, when compared to amount of money spent on high way projects that seem to go on forever and always cost more than projected, light rail is still a bargain because it has a smaller footprint and the construction per mile costs are lower. It has confused me that rail gets opposition from anti-tax groups but there never seems to be any blow back from anti-tax groups to hi-way projects, like the Martin Luther King interchange (MLK), I-75 re-construction and lately the proposed Western Hills viaduct. Hard to see how the MLK and I-75 construction projects benefits Hamilton County residents when the main beneficiaries would be residents of the outlying counties that work at UC and the Medical complex. Rail provides options other than "expand the highway system solution" that seems to plague Hamilton County planning. A good side-by-side cost comparison of rail versus current and future highway construction costs on the East Side is needed.
3. I have traveled to many cities in US and Europe where rail has enhanced downtown development and also development along the rail line. New York, Portland, Dallas-Fort Worth, New Orleans, Chicago come to mind. I think the Oasis line would not only spur downtown development and development along the line, it would keep more residents in the City and Eastern Hamilton County.
4. The density of population argument along the oasis line is a red-herring in my estimation. When I-275 was built there was limited development on that corridor, it was mostly farm land. Look at the development on that corridor today. For years between Dayton and Cincinnati it was mostly farmland, but look at the development on that corridor today. That development had led to tremendously increased vehicular traffic, with a resultant expanding highway system, more accidents and more traffic delays and tremendously increased expenses to tax-payers to continually maintain and expand these corridors. If rail was built maybe some of the demand to grow and develop outward would be reversed and the demand to expand the freeway system moderated.
5. Hamilton County is losing out on federal dollars that are available for mass transit that are going to other states.

Robert B. Dick

6930 Gammwell Drive

Cincinnati, Ohio 45230



**Subject:** FW: Oasis Rail Transit

**Date:** Tuesday, March 22, 2016 at 3:26:03 PM Eastern Daylight Time

**From:** Monica Humphrey

**From:** Cindy Maskery [<mailto:cindy.maskery@pon.com>]

**Sent:** Monday, March 07, 2016 2:42 PM

**To:** [chris.monzel@hamilton-co.org](mailto:chris.monzel@hamilton-co.org); [dennis.deters@hamilton-co.org](mailto:dennis.deters@hamilton-co.org); [todd.portune@hamilton-co.org](mailto:todd.portune@hamilton-co.org); [ted.hubbard@hamilton-co.org](mailto:ted.hubbard@hamilton-co.org); [mayor.cranley@cincinnati-oh.gov](mailto:mayor.cranley@cincinnati-oh.gov); [gina.stammer@hamilton-co.org](mailto:gina.stammer@hamilton-co.org); Campbell, Tammy <[Tammy.Campbell@dot.ohio.gov](mailto:Tammy.Campbell@dot.ohio.gov)>; Wray, Jerry <[Jerry.Wray@dot.ohio.gov](mailto:Jerry.Wray@dot.ohio.gov)>; [mpolicinski@oki.org](mailto:mpolicinski@oki.org); [dhaley@go-metro.com](mailto:dhaley@go-metro.com); [pgrether@go-metro.com](mailto:pgrether@go-metro.com); [jdunn@CINCYUSA.COM](mailto:jdunn@CINCYUSA.COM); Cull, Brendon J <[Brendon.cull@kroger.com](mailto:Brendon.cull@kroger.com)>; [kreg.keesee@sunchemical.com](mailto:kreg.keesee@sunchemical.com); [dan@cando.com](mailto:dan@cando.com); [bradleywilliamthomas@gmail.com](mailto:bradleywilliamthomas@gmail.com); [martha.kelly@cincinnati-oh.gov](mailto:martha.kelly@cincinnati-oh.gov); [michael.moore@cincinnati-oh.gov](mailto:michael.moore@cincinnati-oh.gov); Fluegemann, Andrew <[Andy.Fluegemann@dot.ohio.gov](mailto:Andy.Fluegemann@dot.ohio.gov)>; [mcantor@go-metro.com](mailto:mcantor@go-metro.com)

**Cc:** Compton Christopher <[christopheracompton01@gmail.com](mailto:christopheracompton01@gmail.com)>; Simon Foster <[simonwkfoster@gmail.com](mailto:simonwkfoster@gmail.com)>; Scott Goodfellow <[goodfellowsd@yahoo.com](mailto:goodfellowsd@yahoo.com)>; Rick Greiwe <[rgreiwe@greiwe-development.com](mailto:rgreiwe@greiwe-development.com)>; Don Mills <[don.mills@icloud.com](mailto:don.mills@icloud.com)>; Petrie Bruce <[bpetriejr@graydon.com](mailto:bpetriejr@graydon.com)>; Wym Portman <[wym.portman@pon.com](mailto:wym.portman@pon.com)>; Karl Preissner <[kmpreissner@gmail.com](mailto:kmpreissner@gmail.com)>; Jeffrey Schloemer <[schloemer@taftlaw.com](mailto:schloemer@taftlaw.com)>; Neal Schulte <[NSchulte@suscpa.com](mailto:NSchulte@suscpa.com)>; Jack Sutton <[jsutton@greatparks.org](mailto:jsutton@greatparks.org)>; Brewster Rhoads <[brewohio@gmail.com](mailto:brewohio@gmail.com)>; Jan Portman <[jvportman@gmail.com](mailto:jvportman@gmail.com)>

**Subject:** Oasis Rail Transit

Good Afternoon,

Several members of our Board attended your workshops on the Oasis Rail Transit Plan and were surprised and disappointed that none of our input over the last ten years was used in determining the location of the rail alignment. For some reason, the option for transit to share existing freight tracks from Downtown to Lunken was not selected. Rather your recommended route for transit is on the currently abandoned north tracks, which is the route that we have long discussed for the placement of this Oasis bike trail.

Our preliminary engineering study for the bike trail was shared with Andy Fluegeman, former District 8 Director, Steve Mary and HDR during the previous study that you released in 2015. The members of the TID, SORTA and the City Transportation Department were also aware of the plan.

Another document your study team apparently failed to examine is the City of Cincinnati/SORTA agreement with the railroad that allows transit to operate on and share the south freight line.

The only reason for your decision given by Andy Fluegeman at the workshop was that once a bike trail is in the Oasis Corridor it will be impossible to remove. Again, Andy and HDR did not consult the survey of the corridor we supplied to your team three years ago. It illustrated the corridor is wide enough to handle two tracks and a trail. Of course it will be an additional expense to move the trail and build some retaining walls, but this is a rounding error in a half a billion dollar

transit project. ORW has also advised SORTA to Rail Bank the north tracks. This is an effective tool that has been used to insure the future of transit.

We worked in the spirit of cooperation to assist the Eastern Corridor team to implement a multi-modal plan and it appears that you have chosen to ignore our effort and have made no accommodation or plan for a bike trail from Lunken to Downtown.

ODOT's recommendation is unfortunate because the bike trail cost from Downtown to Lunken is estimated at \$4 million with a projected 2.0 million users annually. The latest study by ODNR that measured the use of the Little Miami Scenic Trail between Loveland and Xenia was at 900,000 in 2015. We based our estimated use on the fact that Cincinnati and its world-class riverfront will be a more attractive destination and this section of bike trail is adjacent to a larger population base.

In conclusion, the bike trail will exceed your projected transit ridership of 1.9 million at 1% of the cost. The bike trail also has a broad base of support of health advocates, bike/hike enthusiasts, adjacent Cincinnati neighborhoods, townships and villages. It also has local sponsors, Ohio River Way and the Cincinnati business community, who have committed to raise the funds to construct the bike trail. Great Parks of Hamilton County has agreed to operate and maintain the bike trail.

Since the Oasis Rail Transit Plan has no identified public sponsor for its \$400 million construction costs or its \$10 million per year operating costs and appears unlikely at any time soon to have adequate ridership to justify its costs, we will continue to work with SORTA, the owner of the Oasis corridor, on the final design of a Downtown to Lunken Oasis bike trail.

The reconsideration of your recommended alignment would be practical and appreciated.

Respectfully submitted,

**Board of Directors Ohio River Way**

Chris Compton  
Simon Foster  
Scott Goodfellow  
Rick Greiwe  
Don Mills  
Bruce Petrie, Jr.  
Wym Portman  
Karl Preissner  
Brewster Rhoads  
Jeff Schloemer  
Neal Schulte



March 10, 2016

Andy Fluegemann, PE  
Ohio Department of Transportation, District 8  
Andy.Fluegemann@dot.state.oh.us  
EasternCorridor@EasternCorridor.org

**RE: Oasis Rail Transit**

Dear Mr. Fluegemann,

The Sierra Club Ohio Chapter and Miami Group submit these comments to the Ohio Department of Transportation (ODOT) regarding the Oasis Rail Transit project and the Eastern Corridor Program.

The Sierra Club has been working since 1892 to protect communities, wild places and the planet itself. The Ohio Chapter was established more than 40 years ago and represents more than 25,000 members and supporters; the Miami Group covers 20 counties in southwestern Ohio, including Clermont and Hamilton Counties. Members of the Sierra Club reside and recreate in the Oasis Rail study area and would be affected by the project if it is constructed. Sierra Club has participated in public meetings and previously submitted comments about the Eastern Corridor Program, and we attended Oasis Rail Transit Public Open Houses in Cincinnati and Newtown on February 24, 2016.

Sierra Club supports the expansion of commuter and inter-city passenger rail in Ohio and in the Greater Cincinnati area. Sierra Club also supports the consideration of environmentally sound alternatives to new or expanded highways, such as bikeways, bus routes and passenger rail in the Eastern Corridor region. At this time, however, the Oasis Rail project is not an appropriate priority for planning or funding.

The Oasis Rail project is intended to link eastern Hamilton County/western Clermont County with downtown Cincinnati and to encourage economic development along the line. There are, however, more sustainable and cost effective mass transit options such as bus rapid transit (BRT) and bikeways that are available to serve existing commuters along the route. In addition, the

Oasis line has very limited development potential because of existing infrastructure, such as parks and Lunken Airport, and environmental factors such as steep slopes and flood plains.

Construction and operation of the Oasis Rail project would likely result in unnecessary, negative impacts to recreational amenities and local watersheds, including the federally designated Wild & Scenic Little Miami River. Sierra Club continues to oppose the planning or construction of a new crossing over the river.

Capital and operating costs are high compared to the expected ridership on Oasis Rail. Anticipated ridership numbers for the Oasis line are questionable and would not justify the impacts noted above, even if the project meets the projected return on investment (ROI) of approximately ten cents on the dollar. An independent study conducted by the University of Cincinnati previously showed that ridership would be significantly higher on the Wasson line, if it were developed instead to serve more densely populated neighborhoods. Rail service along the I-71 and I-75 corridors would also make more sense in terms of alleviating traffic congestion and traffic-related air pollution, which has significant adverse effects on human health and the environment.

Finally, other transportation-related projects in southwest Ohio, such as the Western Hills Viaduct and the Brent Spence Bridge, also have significant and more immediate funding needs. Transportation planning should focus on repairing debilitated infrastructure and meeting our highest existing needs, such as establishing high speed commuter rail between Cincinnati and Chicago or expanding the Cincinnati Streetcar to uptown and the University of Cincinnati.

Oasis Rail should not be considered a priority project at this time. Travel demand model predictions of traffic congestion in the Eastern Corridor region remain questionable, and the lack of transparency regarding that model is troublesome. The model should be independently evaluated by objective experts.

Transportation planning in the Eastern Corridor region should focus on expanded bus service, expanded bicycle routes, more walkways and better air quality. For example, Sierra Club supports expanding the Little Miami River-Ohio River Way trail system and connecting that system with other trails in the region. ODOT and its partners should develop a comprehensive bus plan for the Eastern Corridor Program area, including circulators and node-to-node connections rather than a traditional hub and spoke model.

If ODOT and/or other project partners do move forward with planning for Oasis Rail, existing studies and analysis under the National Environmental Policy Act (NEPA) should be updated.

Thank you for considering our comments. We look forward to participating in future stakeholder discussions and opportunities for public engagement. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Chris Curran  
State Transportation Committee Chair